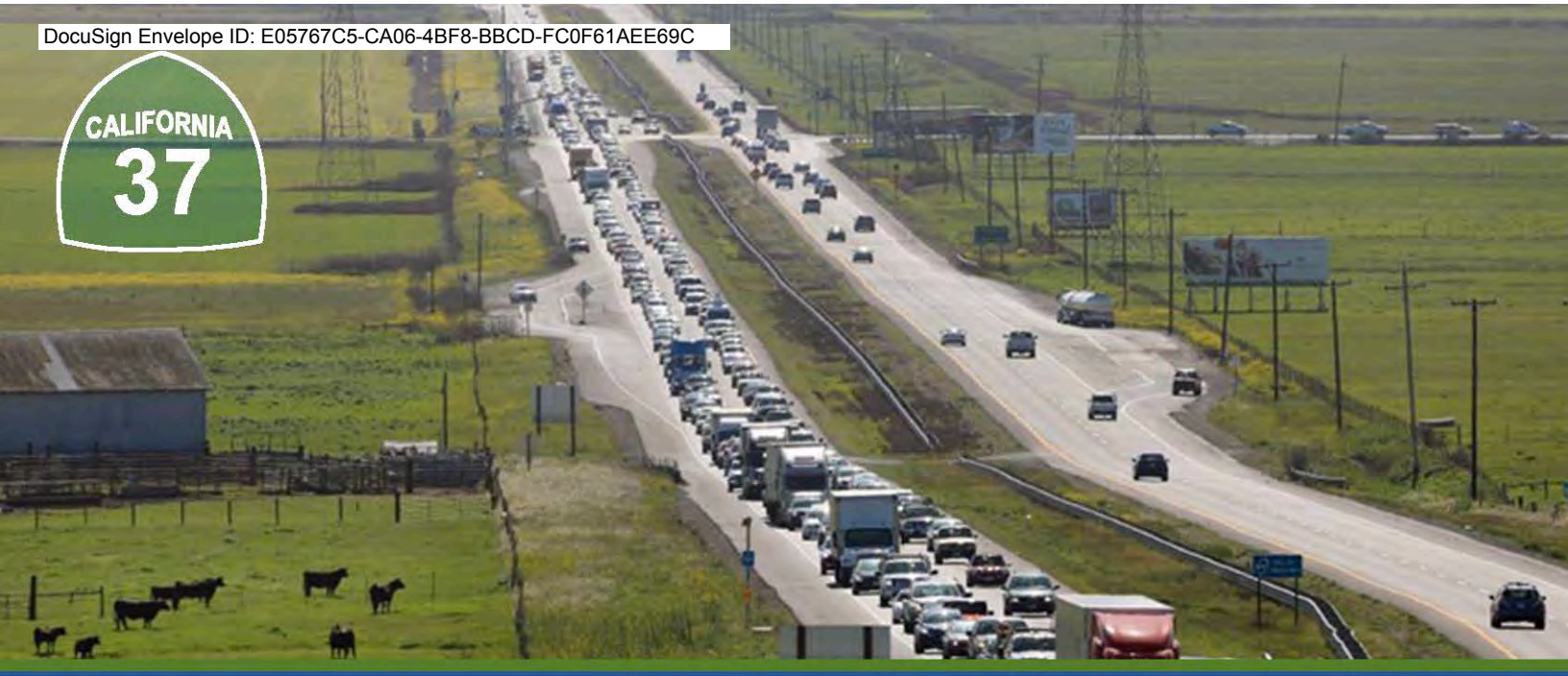

State Route 37
Comprehensive Multimodal Corridor Plan

MTC Metropolitan Transportation Commission
STA Solano Transportation Authority
TAM Transportation Authority of Marin
SCTA
NVTA Napa Valley Transportation Authority
Caltrans

SR 37
Comprehensive Multimodal Corridor Plan

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Table of Contents

List of Figures

List of Tables

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EXECUTIVE SUMMARY

The State Route (SR) 37 Comprehensive Multimodal Corridor Plan (CMCP) presents an integrated approach for managing congestion, improving safety and public access, addressing sea level rise (SLR), and preserving and protecting surrounding ecosystems. Key CMCP strategies include the addition of High Occupancy Vehicle (HOV) lanes and development of transit services to reduce congestion along the SR 37 Corridor, major investments in climate change resiliency, forward looking design practices to support ecological system improvements, and improved bicycle/pedestrian facilities, including increased access to the surrounding San Pablo Baylands.

The CMCP was developed pursuant to the California Department of Transportation (Caltrans) statutory mandate to conduct long-range corridor planning, as well as in response to the Road and Repair Accountability Act of 2017, also known as Senate Bill 1 (SB 1), that was passed in April 2017. Among the programs established by SB 1 is the Solutions for Congested Corridors Program (SCCP)[1]. Regional transportation planning agencies and Caltrans are eligible to apply for program funds through the nomination of projects. This statewide competitive program makes $250 million available annually for projects that implement specific transportation improvements designed to reduce congestion in highly-traveled corridors by providing multimodal transportation choices for residents, commuters, and visitors to the corridor, while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. All projects nominated must be identified in a currently adopted Regional Transportation Plan and CMCP.

A Corridor Development Team (CDT) was convened to collaborate on the development of the SR 37 CMCP and provide strategic guidance at key decision points. The CDT included representatives from the following agencies:

- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans)
- Transportation Authority of Marin (TAM)
- Sonoma County Transportation Authority (SCTA)
- Solano Transportation Authority (STA)
- Napa Valley Transportation Authority (NVTA)
- Sonoma-Marin Area Rail Transit District (SMART)

The 21-mile SR 37 Study Corridor (Corridor) follows along the northern shore of San Pablo Bay and extends from US 101 in Novato to I-80 in Vallejo. For consistency with Caltrans 2015 Transportation Concept Report (TCR)[2], this CMCP divides the study corridor into three parts: the US 101 to SR 121 (Western Section), SR 121/Sears Point to Mare Island (Middle Section), and Mare Island to I-80 (Eastern section). These three parts are also determined by a change in the number of lanes as well as in the designation of the facility. Figure ES-1 illustrates the Corridor in three sections:

[1] https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program/comprehensive-multimodal-corridor-plan-guidelines

[2] https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects/37-environmental-conditions

1. **Western Section:** From US 101 in Novato to the signalized SR 121 intersection at Sears Point, SR 37 is a four-lane expressway with 3.4 miles in Marin County and 3.9 miles in Sonoma County.
2. **Middle Section:** East of SR 121 (Sears Point), SR 37 becomes a two-lane conventional highway with a median barrier as it crosses the Napa-Sonoma marshlands from SR 121 to Mare Island with 2.3 miles in Sonoma County and 7 miles in Solano County.
3. **Eastern Section:** SR 37 becomes a four-lane freeway starting at Mare Island, and continues 4.4 miles eastward on mostly filled roadway and structures to its termination at I-80 in Solano County.

***Figure ES-1**. SR 37 Study Corridor**

The goals, objectives, and performance measures of the CMCP are as shown in the table below.:

Goal	Objective	Performance Measure
1. Increase the safety and security of the transportation system for all users within the Corridor	1.1 Reduce the number of incidents within the Corridor	• Number of fatal and injury crashes compared to facility type average • Rate of fatal and injury crashes – Fatal and injury crashes per 100 million Vehicle Miles Traveled (VMT) • Number of bicycle collisions in the Corridor • Number of pedestrian collisions in the Corridor
2. Reduce recurring congestion and improve efficiency in moving people	2.1 Reduce recurring delays on SR 37	• Vehicle-hours of delay (VHD) • Person-hours of delay • Person throughput • Vehicle throughput
	2.2 Increase vehicle occupancy rate by promoting alternative modes of travel and reduce	• Vehicle occupancy rate • Travel time savings for managed lane vehicles • Mode split

Goal	Objective	Performance Measure
	reliance on single occupancy vehicles	
	2.3 Improve productivity of SR 37	• Person throughput • Vehicle throughput
3. Improve trip reliability within the Corridor	3.1 Improve freeway travel time reliability	• Level of Travel Time Reliability or Travel Time Buffer Index
	3.2 Reduce non-recurring delays on SR 37	• Average number of incidents by type, • Major incident clearing time • Non-recurrent person hours delay
4. Reduce Green House Gases (GHG) and pollutant emissions to improve air quality	4.1 Reduce criteria pollutants	• Emissions of criteria pollutants, including carbon monoxide (CO), $PM_{2.5}$, PM_{10}, NO_X, CO_2
	4.2 Reduce GHG emissions	• GHG emission levels
	4.3 Reduce VMT	• Total VMT • VMT per capita
5. Support Economic Opportunity	5.1 Increase freight efficiency	• Per capita delay on freight network
	5.2 Reduce economic productivity lost due to congestion	• Lost economic productivity due to highway congestion
6. Improve multimodal mobility and access within the Corridor	6.1 Provide high quality alternatives to SOVs that will attract users, such as High Occupancy Vehicle (HOV) lanes, transit services, and bicycle and pedestrian facilities.	• Travel time reliability • Class I, II, or IV bike facility lane miles
	6.2 Improve connectivity in existing bicycle/pedestrian network.	• Miles of gap closures achieved • Number of facility miles added • Number of new trail connections
7. Efficiently manage transportation	7.1 Increase coverage of TOS elements	• Number of TOS elements installed

Goal	Objective	Performance Measure
assets within the Corridor to protect existing and future investment	7.2 Ensure TOS functionality	• TOS elements downtime percentage • Percentage of TOS elements inspected or maintained within the last 3 years
8. Encourage sustainable land use	8.1 Promote multimodal travel that supports efficient land use	• Number of non-single occupant-vehicle mode share • Number of non-vehicle mode share (e.g., walking, cycling, public transit use, rail use)
	8.2 Increase resilience and reduce cost by planning and accommodating for SLR through 2100.	• Quantify Economic impacts due to potential route inundation • Availability of a viable route for emergency evacuation or lifeline
9. Address Equity Issues by supporting fair distribution of transportation resources, benefits, and costs.	9.1 Address disadvantaged communities that are disproportionately affected by tolls by seeking opportunities to minimize financial impacts to disadvantaged drivers such as means- based tolls or means-based transit fares.	• Identify, develop and implement means-based transit fare • Identify, develop and implement means-based tolling • Number of transportation improvement projects proximate to Equity Priority Communities along the SR 37 Corridor
10. Integrated Ecological Improvements	10.1 Integrate infrastructure improvements for SR 37 with existing and future habitat planning, conservation, and restoration	• Acres of wetland restoration contingent on the ultimate reconstruction of SR 37
	10.2 Improve hydrologic and habitat connectivity for federally and state-important habitats	• Acres of improved habitat
	10.3 Address ecological enhancement and flood protection opportunities that occur from north to south across SR 37 as rivers and creeks connect the bay's mudflats and marshes to their watersheds	• Economic impacts if the route is inundated • Identification of a viable route for emergency evacuation or lifeline

These ten goals guide the establishment of the Corridor objectives and performance measures, which evaluate the effectiveness of recommended strategies.

The SR 37 CMCP describes area demographics and major trip generators along the Corridor. Additionally, it identifies transportation priorities for each place-type within the Corridor as defined in Caltrans Smart Mobility Framework (SMF) Guide 2020. The SR 37 CMCP documents the regional development framework established in Plan Bay Area 2040 (2017), which is the San Francisco Bay Area's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), as well as a proposed future development framework to be considered in the current RTP update, Plan Bay Area 2050. Equity Priority Communities and areas with air pollution burdens within the Corridor were also identified.

To capture the nature of the Corridor, this CMCP summarizes an integrated planning approach to address SLR and its effects on the Corridor infrastructure, traffic congestion, multimodal opportunities, and the preservation and improvement of the surrounding San Pablo Baylands ecosystem. This cohesive strategy to achieve balanced transportation, environmental, and community access improvements within the congested SR 37 travel Corridor was developed utilizing current studies, recent plans, and projects with support and input from various stakeholders including Caltrans; MTC; Marin, Sonoma, Napa, Solano Transportation Agencies; and SMART.

The SR 37 CMCP follows the guidelines of the California Transportation Commission's (CTC) *2020 Comprehensive Multimodal Corridor Plan Guidelines* and the *Caltrans Corridor Planning Process Guide, February 2020*. While this CMCP is a new plan, it is informed by recent and relevant studies and plans completed by Corridor stakeholders in the last five years. In addition to footnoted references, a complete listing of these studies and plans are included in Appendix A.

The most critical issues for the SR 37 Corridor are recurrent traffic congestion, lack of multi-modal and non-motorized travel opportunities, vulnerability to flooding, and potential impacts of SLR on highly sensitive environmental resources adjacent to the Corridor.

The recommended strategies to address the Corridor goals include highway, transit, public access, and active transportation projects, as well as maintenance and operational projects in the State Highway Operation and Protection Program (SHOPP) and the ten-Year SHOPP Project Book. This package of improvement strategies among others, incorporates projects to address traffic congestion and flooding protection, operational improvements, and public access improvements. The projects which support SLR adaptation also include ecological and restoration improvements to the surrounding San Pablo Baylands except for those planned or programmed in the SHOPP. Chapter 7 includes a qualitative assessment of the projects, with respect to how they would contribute to the Corridor goals.

It should be noted that the SR 37 CMCP was developed during the COVID-19 pandemic but uses studies and plans that based their analysis on pre-COVID 2019 traffic data.

Future travel patterns, mode preferences, and transportation needs may change because of modified behaviors directly linked to the pandemic. For freeway/highway performance analysis for both existing conditions and projected future conditions, information was derived from on-going studies and projects under development within the Corridor. The analysis focuses on bottleneck locations, congestion characteristics and changes in network performance measures, such as travel time, vehicle-hours of delay and person hours of delay resulting from managed lanes projects.

Table ES-1 lists recommended highway, transit, public access and active transportation projects. These projects are included in the Plan Bay Area 2040 Plan Bay Area 2050.

Table ES-1. *SR 37 Corridor Recommended Highway and Transit Projects and Public Access and Active Transportation Projects*

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)[3]	Funding	Source[4]/ Project ID	Time-frame[5]
Highway and Transit Projects									
1	MRN R11.2/14.6; SON 0.0/3.9	US 101 to SR 121	Climate Change Resiliency	Ultimate Western Section	Four-lane highway at SLR Design Elevation: Includes bike path, Lakeville Highway intersection and Atherton Interchange improvements at design elevation, and other freeway ramp/connector improvements to provide SLR resilience.	$1,010	$0	MTC PBA 2050, D4 Bike Plan	MT
2	SON 3.5/6.2; SOL 0.0/R7.4	SR 121 to Mare Island	Climate Change Resiliency	Ultimate Middle Section	Four-lane highway at SLR Design Elevation: Includes bike path, railroad grade separation, Mare Island Interchange and SR 121 improvements at design elevation, and other freeway ramp/connector improvements as needed to provide SLR resilience.	$2,378	$0	MTC PBA 2050, D4 Bike Plan	MT
3	SOL R7.4/12.0	Mare Island to I-80	Climate Change Resiliency	Ultimate Eastern Section	Four-lane Highway at SLR Design Elevation: Includes bike path, and other freeway ramp/connector improvements toprovide SLR resilience.	$180	$0	MTC PBA 2050, D4 Bike Plan	MT
4	SON 3.5/6.2; SOL 0.0/R7.4	SR 121 to Mare Island	High Occupancy Vehicle (HOV) Lane	Highway 37 Sears Point to Mare Island Improvement Project	Provide traffic congestion relief by reconfiguring the existing roadbed at the current elevation while taking existing multimodal access into consideration, to provide a contra-flow managed lane, or managed lanes in each direction.	$260 to $390	$1	MTC PBA2050	ST

[3] Cost estimates in 2018 dollars

[4] The Project's Plan or Program document(s). MTC PBA 2050, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy, to be adopted in 2021.

[5] Timeframes:

- ST - Short-term: within 4 years (by Fiscal Year 2025 / 2026)
- MT - Mid-term: between four and ten years (by Fiscal Year 2031/2032)
- LT - Long-term: after Fiscal Year 2031 / 2032

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
Highway and Transit Projects									
5	SOL R7.2	Mare Island Interchange	Operational Improvement	Mare Island interchange improvements	Mare Island Interchange, westbound ramp metering and lane drop extension	$7	$0	MTC PBA 2050	ST
6	N/A	SR 37 Corridor	Transit	SR 37 New Transit Services	SR 37 new transit services including electric buses, new routes, micro-mobility options, park and ride, bus stops and stations.	$15	$0	MTC PBA 2050	ST
7	SOL 10.6/11.2	Fairgrounds Interchange	Operational Improvement	Fairgrounds Interchange Improvements	Fairgrounds Interchange Improvements including bus stops, ped & bike, landscape enhancements, interchange improvements, transit hub and parking garage.	$56	$0	MTC PBA 2050, D4 Bike Plan	ST
8	VAR	Various locations along Corridor	Climate Change Resiliency	Shoreline Improvements/ Levee Protection	Near-term shoreline improvements/levee protection	$40	$0	MTC PBA 2050	ST
9	VAR	SR 37 Corridor	Climate Change Resiliency	Ecological & Restoration Enhancement	Provide corridor-wide ecological and restoration enhancements	$100	$0	MTC PBA 2050	ST
10	SOL 10.6/11.2	Fairgrounds Drive	Operational Improvement	Redwood-Fairgrounds Dr Interchange Improvements	Implement I/C and safety improvements; Fairgrounds Dr. from Redwood St. to SR 37: Remove left turn lane and widen to add one lane in each direction and add bike lanes; transit improvements	$96.48	$96.48	PBA 2040/ RTP ID 17-08-0010	ST
11	SON 3.9/4.1	SR 121 Intersection	Operational Improvement	EB Merge Lane Extension	Near Novato, from Route 121 to 0.2 mile east of Route 121. Improve traffic operations byextending the lane merge in eastbound direction.	$18.13	$18.13	2020 SHOPP/ 2Q200	ST

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
12	SON 3.8/4.0	SR 121 Intersection	Operational Improvement	Modify Intersection	Near Novato, at the intersection with Route 121. Improve traffic operations and congestion by considering a continuous tee intersection or a roundabout.	$18.13	$11.24	2020 SHOPP/ 1Q480	ST
13	MRN 14.5/ 15.0	Petaluma River Bridge	Preservation	Petaluma River Bridge Rehab	Near Novato at Petaluma River, Bridge No. 27-0013. Rehabilitate bridge deck, upgrade railings, replace fender system, and mitigate bridge scour to meet current safety standards. (G13 Contingency)	$884.1	$44.75	2020 SHOPP/ 2Q500	ST
14	MRN R11.2/14.6;S; SON 0.0/3.9	US 101 to SR 121	Climate Change Resiliency	SR 37 Interim Western Section Flood Reduction Project	In and near Novato, from Route 101 to Sonoma County line; also in Sonoma County on Route 37, from Marin County line to Route 121 (PM 0.0/3.9). Reconstruct the roadway to address SLR and recurrent flooding. (long lead project)	$400.00	$10.00	2020 SHOPP/ 4Q320	ST
15	MRN R11.2/14.6	US 101 to Sonoma County Line	Preservation	Pavement Rehab	In and near Novato, from Route 101 to Sonoma County line. Rehabilitate pavement, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards and include drainage and culvert work.	$26.84	$26.84	2020 SHOPP/ 2K740	ST
16	SOL R0.0 / R11.2	SON/SOL Countyline to Sage Street Undercrossing	Preservation		Pavement CAPM	$15	$0	10 Year SHOPP/ 1Q400	MT
17	SOL R6.85 / R7.31	Walnut Ave Interchange	Mobility Operational Improvements		Improve westbound SR 37 lane merge from 500' east of to 1500' west of SR 37 /Walnut Avenue interchange	$8	$0	10 Year SHOPP/ 20520	MT

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
18	SON 0/R6.25	Marin County line to Solano County line Ops: Rte 37/Lakeville Highway intersection	Preservation		Pavement: Marin County Line to Solano County Line Ops: Rte 37/Lakeville Highway Intersection, improve intersection operations by lengthening eastbound left turn pockets and storage on EB SR 37	$14	$0	10 Year SHOPP/ 4Q840	MT
19	MRN 13.77	Atherton Ave	Bridge		Atherton Ave UC Br 27-079R/L- Br Rail Replace	$2	$0	10 Year SHOPP/22670	MT
20	SOL 6.0/7.3	Railroad Avenue	Major Damage Protective Betterments		In Solano County, near Vallejo, from 1.3 miles west of Railroad Avenue to Railroad Avenue, raise highway with imported borrow	$40	$0	10 Year SHOPP/20603	MT
21	MRN/SON/NAP/SOL	Novato-Hamilton SMART Station to Capitol Corridor in Suisun City	Transit		Passenger rail system connecting SMART passenger rail system in Novato and the Capital Corridor passenger rail system in Suisun City	$1,300	$0.00	2018 State Rail Plan	LT
Public Access and Active Transportation									
22		SR 37 Corridor	Public access improvements		Provide corridor-wide public access improvements to open space preserve, trailheads, and public viewing areas, etc.	$30.00	$0	MTC PBA2050	MT
23		Vallejo	Gap Closure	Vallejo Bay Trail / Vine Trail Gap Closure	In Vallejo: Between the existing Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon: Build multi-use path to close the gap between the existing trail segments	$5.33	$5.33	PBA 2040/ RTP ID 17-08-0002	ST
24		Novato	Class I Route	North Marin: State Route 37	Proposed Class I bike route from Petaluma River to Hanna Ranch Road	$6.21	$0.00	Marin Co. Bike & PedPlan	LT

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
25	MRN 19.08	US 101 / SR 37	New separated crossing		Add separated crossing of US 101/Hwy 37 interchange, Novato Blvd Bike Path across US 101. No comfortable crossing between Ignacio Blvd and Rowland Blvd in Novato (two miles)	>$7	$0	D4 Bike Plan	LT
26	SOL 4.76	SR 37 / SR 29	Intersection Improvement at controlled intersection		Provide safer bicycle connection through interchange - consider removing slip ramps, add a protected intersection or other similar improvement.	<$0.25	$0	D4 Bike Plan	MT
27	SOL 8.67	Wilson Ave - Sacramento St	Corridor Improvement Class I		Provide Class I shared-use path to connect the existing trail at White Slough Path with trail along Mare Island Strait.	$0.25 to $1.7	$0	D4 Bike Plan	MT
28	SOL 8.55	Sacramento St	Minor interchange improvements (signage and striping)- Class II		STA-planned Class II bike lanes on Sacramento Street from Valle Vista Street to SR 37	<$0.25	$0	D4 Bike Plan	MT
29	SOL 4.89	SR 37 / SR 29	Interchange reconstruction-ramps only -Class IIB		Explore reconfiguring interchange to consolidate ramps, eliminate high-speed ramp entries, and provide dedicated bicycle space along SR 37 (Class IIB)	<$0.25	$0	D4 Bike Plan	MT
30	SOL VAR	Various	Safety		In Solano County, on Routes 12, 29, 37, 80, 113, 505, and 780 at various locations. Enhance pedestrian safety by installing Accessible Pedestrian Signal (APS) systemsand countdown timers and upgrading crosswalk markings.	$5.20	$5.20	2020 SHOPP/ 0K100	ST
31	SOL VAR	Various	Safety		In Solano County, on Routes 29, 37, 80, and 780 at various locations. Enhance pedestrian and bicyclist safety by installing flashing beacon systems Rectangular Rapid Flashing Beacons (RRFB) and upgrading crosswalk markings.	$8.58	$8.58	2020 SHOPP/ 0P760	ST

Project Evaluation

It was proposed that a qualitative project evaluation be conducted by the CDT to gauge how a project would help meet the Corridor Goals outlined in Chapter 2 Corridor Goals, Objectives and Performance Measures. Depending on the level of impact, a project would receive a High (H), Medium (M) or Low (L) grade under each of the ten goals. Table ES-2 presents the evaluation criteria.

Table ES-2. *Evaluation Criteria*

CMCP Goals	Rating Criteria
Goal 1: Provide a safe transportation system to all users within the Corridor	• Likelihood to reduce vehicular collisions • Likelihood to improve non-motorized safety
Goal 2: Reduce recurring freeway congestion and improve freeway efficiency in moving people	• Likelihood to increase person-throughput • Likelihood to reduce travel time • Likelihood to address delay
Goal 3: Improve trip reliability within the Corridor	• Likelihood to improve travel time reliability
Goal 4: Reduce GHG and pollutant emissions within the Corridor	• Likelihood to reduce GHG • Likelihood to reduce VMT
Goal 5: Support Economic Opportunity	• Likelihood to increase person throughput • Likelihood to reduce travel time • Likelihood to address delay • Likelihood to improve freight efficiency • Likelihood to improve travel time reliability
Goal 6: Support an inter- connected multimodal transportation system within the Corridor	• Provide infrastructure for carpooling, transit, walking, and cycling
Goal 7: Efficiently manage transportation assets within the Corridor to protect existing and future investment	• Pavement rehabilitation included in project • TOS elements included (ramp meters, smart signals, fiber-optic, etc.)
Goal 8: Efficient Land Use	• Likelihood to contribute to jobs/housing balance, increase non-SOV trips. • Ability to address climate adaptation (e.g. SLR, wildfires)
Goal 9.: Address Equity Issues by supporting fair distribution of transportation resources, benefits, and costs.	• Ability to address equity issues • Ability to address climate adaptation (e.g. SLR, wildfires)
Goal 10: Integrated Ecological Improvements	• Provides integrated ecological improvements

Table E-3 presents the evaluation results for the SR 37 Highway and Transit Projects. Projects currently in project development (Project Approval/Environmental Document to Construction phases) were *not* evaluated. Ratings were developed in consultation with CDT members with projects sorted from overall highest to lowest ranking across all 10 criteria for both the Highway and Transit category, and the Public Access and Active Transportation category. The overall ranking was derived by converting letter to number as follows: (H) = 3, (M) = 2, (L) = 1.

These evaluation results help demonstrate how projects would likely advance the Corridor Goals. Achieving the entire set of Corridor Goals is dependent on the implementation of the whole package of multimodal projects recommended.

Table ES-3. *SR 37 Corridor Project Evaluation*

Project Information								**SR 37 Goals - Project Evaluation**										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)[6]**	**Funding**	**Source[7]/ Project ID**	**Time-frame[8]**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
SR 121 to Mare Island	Climate Change Resiliency	Ultimate Middle Section	Four-lane highway at SLR Design Elevation: Includes bike path, railroad grade separation, Mare Island Interchange and SR 121 improvements at design elevation, and other freeway ramp/connector improvements as needed to provide SLR resilience.	$2,378	$0	MTC PBA 2050, D4 Bike Plan	MT	H	H	H	M	H	H	H	H	M	H	**2.8**
Mare Island to I-80	Climate Change Resiliency	Ultimate Eastern Section	Four-lane Highway at SLR Design Elevation: Includes bike path, and other freeway ramp/connector improvements to provide SLR resilience.	$180	$0	MTC PBA 2050, D4 Bike Plan	MT	H	H	H	M	H	H	H	H	H	M	**2.8**

[6] Cost estimates in 2018 dollars

[7] The Project's Plan or Program document(s). MTC PBA 2050, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy, to be adopted in 2021.

[8] Timeframes:

- ST - Short-term: within 4 years (by Fiscal Year 2025 / 2026)
- MT - Mid-term: between four and ten years (by Fiscal Year 2031/2032)
- LT - Long-term: after Fiscal Year 2031 / 2032

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)**	**Funding**	**Source/ Project ID**	**Time-frame**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
SR 121 to Mare Island	High Occupancy Vehicle (HOV) Lane	Highway 37 Sears Point to Mare Island Improvement Project	Provide traffic congestion relief by reconfiguring the existing roadbed at the current elevation while taking existing multimodal access into consideration, to provide a contra-flow managed lane, or managed lanes in each direction.	$260 to $390	$1	MTC PBA 2050	ST	M	H	H	M	H	M	H	M	H	M	**2.5**
US 101 to SR 121	Climate Change Resiliency	Ultimate Western Section	Four-lane highway at SLR Design Elevation: Includes bike path, Lakeville Highway intersection and Atherton Interchange improvements at design elevation, and other freeway ramp/connector improvements to provide SLR resilience.	$1,010	$0	MTC PBA 2050, D4 Bike Plan	MT	L	H	H	M	H	H	H	L	M	H	**2.4**
SR 37 Corridor	Transit	SR 37 New Transit Services	SR 37 New Transit Services including new electric buses, new routes, micro-mobility options, park and ride, bus stops and stations.	$15	$0	MTC PBA 2050	ST	H	H	M	H	M	H	L	H	H	L	**2.4**

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)**	**Funding**	**Source/ Project ID**	**Time-frame**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
Novato-Hamilton SMART Station to Capitol Corridor in Suisun City	Transit		Passenger rail system connecting SMART passenger rail system in Novato and the Capital Corridor passenger rail system in Suisun City	$1,300	$0	2018 State Rail Plan	LT	H	M	M	H	H	H	L	M	H	M	**2.4**
Fairgrounds Interchange	Operational Improvement	Fairgrounds Interchange Improvements	Fairgrounds Interchange Improvements including bus stops, ped & bike, landscape enhancements, interchange improvements, transit hub and parking garage.	$56	$0	MTC PBA 2050, D4 Bike Plan	ST	M	H	M	H	M	H	M	H	M	L	**2.3**
Mare Island Interchange	Operational Improvement	Mare Island interchange improvements	Mare Island Interchange, westbound ramp metering and lane drop extension	$7	$0	MTC PBA 2050	ST	H	M	M	M	M	L	H	M	L	L	**1.9**
Various locations along Corridor	Climate Change Resiliency	Shoreline Improvements/Levee Protection	Near-term shoreline improvements/levee protection	$40	$0	MTC PBA 2050	ST	M	L	M	L	M	L	M	H	L	H	**1.8**
SR 37 Corridor	Climate Change Resiliency	Ecological & Restoration Enhancement	Provide corridorwide ecological and restoration enhancements	$100	$0	MTC PBA 2050	ST	L	L	L	H	L	L	M	H	L	H	**1.7**

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)**	**Funding**	**Source/ Project ID**	**Time-frame**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
Marin County Line to Solano County Line Ops: Rte 37/Lakeville Highway Intersection	Preservation		Pavement: Marin County line to Solano County line Ops: Rte 37/Lakeville Highway Intersection, improve intersection operations by lengthening eastbound left-turn pockets and storage on EB SR 37	$14	$0	10 Year SHOPP/ 4Q840	MT	H	M	M	L	M	L	H	L	L	L	**1.7**
Railroad Avenue	Major Damage Protective Betterments		In Solano County, near Vallejo, from 1.3 miles west of Railroad Avenue to Railroad Avenue, raise highway with imported borrow	$40	$0	10 Year SHOPP/ 20603	MT	H	L	M	L	M	L	H	M	L	L	**1.7**
Walnut Ave Interchange	Mobility Operational Improvements		Improve westbound SR 37 lane merge from 500' east of to 1500' west of SR 37 /Walnut Avenue Interchange	$8	$0	10 Year SHOPP/ 20520	MT	H	M	M	L	M	L	M	L	L	L	**1.6**
SON/SOL County line to Sage Street Undercrossing	Preservation		Pavement CAPM	$15	$0	10 Year SHOPP/ 1Q400	MT	M	L	M	L	M	L	H	L	L	L	**1.5**
Atherton Ave	Bridge		Atherton Ave UC Br 27-079R/L- Br Rail Replacement	$2	$0	10 Year SHOPP/2 2670	MT	H	L	M	L	L	L	H	L	L	L	**1.5**

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)**	**Funding**	**Source/ Project ID**	**Time-frame**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Public Access and Active Transportation								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
SR 37 / SR 29	Intersection Improvement at controlled intersection		Provide safer bicycle connection thru interchange - consider removing slip lanes, a protected intersection or other similar improvement.	<$0.25	$0	D4 Bike Plan	MT	H	M	M	M	M	H	M	M	M	L	**2.1**
SR 37 / SR 29	Interchange reconstruction -ramps only - Class IIB		Explore reconfiguring interchange to consolidate ramps, eliminate high-speed ramp entries, and provide dedicated bicycle space along SR 37 (Class IIB)	<$0.25	$0	D4 Bike Plan	MT	H	M	M	M	L	H	M	M	M	L	**2**
Wilson Ave - Sacramento St	Corridor Improvement - Class I		Provide Class I shared-use path to connect the existing trail at White Slough Path with trail along Mare Island Strait.	$0.25 to $1.7	$0	D4 Bike Plan	MT	H	M	M	M	L	H	L	M	M	L	**1.9**
US 101 / SR 37	New separated crossing		Add separated crossing of US 101/Hwy 37 interchange, Novato Blvd Bike Path across US 101. No comfortable crossing between Ignacio Blvd and Rowland Blvd in Novato (2 miles)	>$7	$0	D4 Bike Plan	LT	H	M	M	M	L	H	L	M	L	L	**1.8**

Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Public Access and Active Transportation								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
Sacramento St	Minor interchange improvements (signage and striping)- Class II		STA-Planned Class II bike lanes on Sacramento Street from Valle Vista Street to SR 37	<$0.25	$0	D4 Bike Plan	MT	H	L	M	M	L	H	L	M	M	L	**1.8**
SR 37 Corridor	Public access improvements		Provide corridor-wide public access improvements to open space preserve, trailheads, and public viewing areas, etc.	$30.00	$0	MTC PBA 2050[3]	MT	M	L	L	M	L	L	L	M	H	H	**1.7**
Novato	Class I Route	North Marin: State Route 37	Proposed Class I bike route from Petaluma River to Hanna Ranch Road	$6.21	$0	Marin Co. Bike & Ped Plan	LT	H	M	L	M	L	H	L	M	L	L	**1.7**

Chapter 1: Introduction

1.1 Caltrans Policy Development

The System Planning process fulfills Caltrans statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing System Planning products that address integrated multimodal transportation system needs and help advance Caltrans Mission, Vision and Goals. Over the past several years, especially with the passage of county-level sales tax measures for transportation funding, Caltrans has worked closely with local agencies and MTC to conduct system planning for the SHS.

This SR 37 CMCP was developed in alignment with the goals, strategies, and objectives outlined in Caltrans Strategic Management Plan 2020-2024, the California Transportation Plan 2050, and the Climate Action Plan for Transportation Infrastructure (CAPTI).[9] It also follows the corridor planning process described in Caltrans Corridor Planning Process Guide, adopted in 2020.[10]

California Transportation Plan 2050 (CTP 2050)

California Transportation Plan (CTP) 2050, adopted in 2021, presents a vision for California's future transportation system and articulates strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing greenhouse gas emissions. The Plan is committed to addressing the immediate threats of COVID-19, and long-standing systemic injustice, as well as California's firm commitment to combatting climate change and the many risks it poses to our infrastructure and communities. Senate Bill 391 (SB 391) requires the CTP to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and eighty percent below 1990 levels by 2050. The Plan demonstrates how advancements in clean fuel technologies, continued shift toward active travel, transit, and shared mobility, more efficient land use and development practices, and continued shifts to telework can collectively reduce transportation emissions to support these goals. The CTP 2050 also reinforces long-held values such as improving system safety, improving mobility and accessibility, advancing environmental health and justice, and enhancing quality of life. In long-range planning, it is crucial that the strategies, goals, and projects identified for each corridor further the goals of CTP 2050. This will result in reducing greenhouse gas emissions while improving transportation for all users.

Climate Action Plan for Transportation Infrastructure (CAPTI)

The *California Action Plan for Transportation Infrastructure* (CAPTI)is an overarching framework and statement of intent for aligning State transportation infrastructure investments with California's Climate, Health, and Social Equity goals with priority given to "fix-it-first" as stated in Senate Bill 1 (SB 1). The CAPTI serves as statewide policy to meet the Governor's Climate goals and directs the California State Transportation Agency (CalSTA), Caltrans, and the California Transportation Commission (CTC) to address climate change as described in Executive Orders N-79-20 and N-19-19.

The CAPTI investment framework consists of:

[9] https://calsta.ca.gov/subject-areas/climate-action-plan

[10] https://dot.ca.gov/programs/transportation-planning/multi-modal-system-planning/system-planning/corridor-planning-process-guide

- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Addressing social and racial equity by reducing public health and economic harms and maximizing
- community benefits
- Building toward an integrated, statewide rail and transit network
- Investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
- Making safety improvements to reduce fatalities and severe injuries of all users towards zero
- Promoting projects that do not significantly increase passenger vehicle travel
- Promoting compact infill development while protecting residents and businesses from displacement
- Protecting natural and working lands
- Assessing physical climate risk

CAPTI strategies include cultivating and accelerating sustainable transportation by leading with State investments and advancing State transportation leadership on climate and equity through improved planning and project partnerships. CAPTI efforts will support the CTP 2050 goals to meet State climate change targets, mandates, and policies. CAPTI is also closely aligned with the Caltrans 2020-2024 Strategic Management Plan which showcases a fundamental shift for Caltrans to lead climate action as a top priority. The Plan will also be a living document that will evolve over time. After a public review period, CalSTA adopted the Final CAPTI on July 15, 2021.

Corridor Planning Process Guide

The Caltrans Corridor Planning Process Guide (February 2020) is for new corridor plans and studies and updating existing documents. Caltrans develops transportation corridor plans with partners that help identify transportation improvements resulting in a range of concepts and projects that are consistent with Caltrans goals and policies. The Guide outlines a planning approach in helping develop multimodal transportation plans. The Guide presents a flexible methodology and a basic Eight-Step Corridor Planning Process summarized as follows:

1. Scope Effort
2. Gather Information
3. Conduct Performance Assessment
4. Identify Potential Projects and Strategies
5. Analyze Improvement Strategies
6. Select and Prioritize Solutions
7. Publish and Implement Corridor Plan
8. Monitor and Evaluate Progress

1.2 Senate Bill 1 and the Solutions for Congested Corridors Program

The Road and Repair Accountability Act of 2017, also known as Senate Bill 1 (SB 1)[11], provides the first significant, stable, and on-going increase in State-directed transportation funding in more than two decades. SB 1 presents a balance of new resources and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system.

[11] https://dot.ca.gov/programs/sb1

Among the multiple funding programs established by SB 1 is the Solutions Congested Corridor Program (SCCP). This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements, designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor, while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. All projects nominated must be identified in a currently adopted Regional Transportation Plan and an existing Comprehensive Multimodal Corridor Plan (CMCP).[12]

SCCP-eligible projects include improvements to State highways, local streets and roadways, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitats or open spaces. To temper increases in vehicle miles traveled (VMT), greenhouse gases (GHG) and air pollution, highway lane capacity-increasing projects funded by the program are limited to high-occupancy vehicle (HOV) lanes, managed lanes, and other non-general purpose (GP) lane improvements such as auxiliary lanes, truck-climbing lanes, and dedicated bicycle lanes.

The California Transportation Commission (CTC) adopted the 2018 *Comprehensive Multimodal Corridor Plan Guidelines* on December 5, 2018[13]. The Guidelines prescribe a corridor planning process that largely mirrors the Caltrans Corridor Planning Process Guide. They also include sections and topics a CMCP should consider as well as performance measures that are consistent with the 2018 Solutions for Congested Corridors Program Guidelines.

1.3 Document Structure

The SR 37 CMCP includes the following chapters:

- Chapter 1 – Introduction
- Chapter 2 – Corridor Goals, Objectives, and Performance Metrics
- Chapter 3 – Corridor Overview
- Chapter 4 – Multimodal Facilities
- Chapter 5 – Highway/Freeway Performance
- Chapter 6 – Public Outreach
- Chapter 7 – Recommended Strategies

Long-Term Corridor Planning

It is acknowledged among the stakeholders that one of the main goals for this CMCP is to document funding needs consistent with the SCCP for projects in the SR 37 Corridor. This CMCP focuses on what is attainable and addresses the longer-term planning needs of the Corridor. It will be revised and updated as needed in accordance with CTC's adopted CMCP Guidelines. It should be noted that Caltrans, in cooperation with the corridor partners Metropolitan Transportation Commission (MTC), Transportation Authority of Marin (TAM), Sonoma County Transportation Authority (SCTA), Solano Transportation Authority (STA), and Napa Valley Transportation Authority (NVTA), Sonoma-Marin Area Rail Transit (SMART), and many local, State, and federal

[12] https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program/comprehensive-multimodal-corridor-plan-guidelines

[13] https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program/comprehensive-multimodal-corridor-plan-guidelines

resource agencies, is currently developing a Planning Environmental Linkages (PEL). PEL is a federal study process used to build early consensus with stakeholders, resource agencies, and the public to identify transportation issues, priorities, and environmental concerns for highly complex corridors such as SR 37 to facilitate project delivery. By addressing challenges early, PEL can streamline the National Environmental Protection Act (NEPA) in project delivery to meet the constrained One Federal Decision timeline.[14] Similar to the CMCP process, the PEL process represents an approach to transportation decision making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction. The SR 37 Corridor PEL is anticipated to be completed in 2022.

The SR 37 CMCP was developed during the COVID-19 pandemic but uses studies and plans that based their analysis on pre-COVID traffic data.

Future travel patterns, mode preferences, and transportation needs may change because of modified behaviors directly linked to this pandemic. This CMCP will be evaluated as needed, to determine if the plan is still valid or if regional changes necessitate an update per the CTC's CMCP guidelines.

[14] Executive Order 13807 – Establishing *Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects* requires all Federal authorization decisions (e.g. permits) for construction of major infrastructure projects to be completed within 90 days of the issuance of Record Of Decision (ROD) from NEPA, known as One Federal Decision. PEL is used as a mechanism to meet the two-year requirement by conducting pre-NEPA activities before Notice of Intent for major infrastructure projects.

1.4 Stakeholders

The CDT was formed and met regularly to collaborate on the document development and provide strategic guidance at key decision points. The CDT included representatives from the following agencies.

- Metropolitan Transportation Commission **(MTC)**
- California Department of Transportation **(Caltrans)**
- Transportation Authority of Marin **(TAM)**
- Sonoma County Transportation Authority **(SCTA)**
- Solano Transportation Authority **(STA)**
- Napa Valley Transportation Authority **(NVTA)**
- Sonoma-Marin Area Rail Transit **(SMART)**

Additional stakeholders involved in the overall planning work for the SR 37 Corridor include the SR 37 Policy Committee, the Resilient State Route 37 Program, and the SR 37 – Baylands Group.

The SR 37 Policy Committee was formed in December 2015 through a Memorandum of Understanding (MOU) between the Congestion Management Agencies (CMA) of Marin, Napa, Solano and Sonoma Counties to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route.

The Resilient SR 37 Program was established in February 2019 through a MOU between the Bay Area Toll Authority (BATA), Caltrans District 4, STA, SCTA, TAM, and NVTA. The Resilient SR 37 Program aims to address the resiliency of transportation infrastructure to sea level rise (SLR) and flooding, traffic congestion, and opportunities for ecological enhancements, transit, multimodal use and public access along the SR 37 Corridor from I-80 to US 101. The Program includes near- and long-term improvements for the majority of the 20-mile corridor, including the long-term SLR vulnerability of a number of low-lying areas throughout the corridor.

The SR 37 — Baylands Group is comprised of North Bay wetland land managers, ecological restoration practitioners, and other stakeholders who have a long-term interest in the conservation and restoration of the tidal wetlands at the edge of the North Bay (San Pablo Baylands). The group is committed to ensuring that the redesign of SR 37 is compatible with and advances the ecological restoration and conservation goals for the San Pablo Baylands and improves the climate resilience of both the built infrastructure and natural ecosystems. The State Coastal Conservancy serves as the group coordinator and promotes collaboration with transportation and regulatory agencies.

Stakeholder representation of the SR 37 Policy Committee and SR 37 – Baylands Group is shown below.

SR 37 Policy Committee	SR 37 – Baylands Group		
	Core Team	Participants	
The SR 37 Policy Committee consist of three elected officials from each of the four counties, Marin, Sonoma, Napa and Solano as well as the Director of Caltrans District 4 and the Executive Director of MTC.	State Coastal Conservancy Sonoma Land Trust San Francisco Estuary Institute San Francisco Bay Joint Venture Ducks Unlimited Inc. Point Blue Conservation Science	Audubon California California Department of Fish and Wildlife ESA Friends of San Pablo Bay National Wildlife Refuge Marin Audubon Natural Heritage Institute San Francisco Bay Joint Venture San Francisco Bay National Estuarine Research Reserve San Francisco Bay Trail San Pablo Bay National Wildlife Refuge, U.S. Fish and Wildlife Service	Save the Bay Solano Land Trust Sonoma County Agricultural Preservation and Open Space District Sonoma County Water Agency Sonoma Ecology Center Sonoma Resource Conservation District UC Davis Wildlife Conservation Board

Chapter 2: Goals, Objectives, and Performance Measures

The goals, objectives, and performance metrics for the SR 37 CMCP were developed with input from the SR 37 CDT and represent consensus that was reached through a collaborative process. Information from a variety of sources helped inform the development of this chapter. The most notable sources include:

- CTC's Adopted *2018 Comprehensive Multimodal Corridor Plan Guidelines,* December 2018.
- CTC *2020 Solutions for Congested Corridors Program Guidelines,* Adopted January 29, 2020, Amended April 29, 2020.
- *California Transportation Plan (CTP) 2050*
- *Climate Action Plan for Transportation Infrastructure (CAPTI)*
- Development of *Plan Bay Area 2050* (proposed development framework and draft project list).
- *SR 37 Transportation and Sea Level Rise Corridor Improvement Plan* (June 2018).
- *State Route 37 Alternatives Assessment Report for the Ultimate Project* (April 2019).

Table 2-1 lists the Corridor goals and objectives and performance measures.

This comprehensive list of metrics represents targets and measurements that can be carried into CMCP updates in the future, helping illustrate how the SR 37 Corridor performance changes over time.

***Table 2-1**. SR 37 CMCP Goals, Objectives, and Performance Measures*

Goal	Objective	Performance Measure
11. Increase the safety and security of the transportation system for all users within the Corridor	1.1 Reduce the number of incidents within the Corridor	• Number of fatal and injury crashes compared to facility type average • Rate of fatal and injury crashes – Fatal and injury crashes per 100 million Vehicle Miles Traveled (VMT) • Number of bicycle collisions in the Corridor • Number of pedestrian collisions in the Corridor
12. Reduce recurring congestion and improve efficiency in moving people	12.1Reduce recurring delays on SR 37	• Vehicle-hours of delay (VHD) • Person-hours of delay • Person throughput • Vehicle throughput
	12.2Increase vehicle occupancy rate by promoting alternative modes of travel and reduce reliance on single occupancy vehicles	• Vehicle occupancy rate • Travel time savings for managed lane vehicles • Mode split
	12.3Improve productivity of SR 37	• Person throughput • Vehicle throughput

Goal	Objective	Performance Measure
13. Improve trip reliability within the Corridor	13.1 Improve freeway travel time reliability	• Level of Travel Time Reliability or Travel Time Buffer Index
	13.2 Reduce non-recurring delays on SR 37	• Average number of incidents by type, • Major incident clearing time • Non-recurrent person hours delay
14. Reduce Green House Gases (GHG) and pollutant emissions to improve air quality	14.1 Reduce criteria pollutants	• Emissions of criteria pollutants, including carbon monoxide (CO), $PM_{2.5}$, PM_{10}, NO_X, CO_2
	14.2 Reduce GHG emissions	• GHG emission levels
	14.3 Reduce VMT	• Total VMT • VMT per capita
15. Support Economic Opportunity	15.1 Increase freight efficiency	• Per capita delay on freight network
	15.2 Reduce economic productivity lost due to congestion	• Lost economic productivity due to highway congestion
16. Improve multimodal mobility and access within the Corridor	16.1 Provide high quality alternatives to SOVs that will attract users, such as High Occupancy Vehicle (HOV) lanes, transit services, and bicycle and pedestrian facilities.	• Travel time reliability • Class I, II, or IV bike facility lane miles
	16.2 Improve connectivity in existing bicycle/pedestrian network.	• Miles of gap closures achieved • Number of facility miles added • Number of new trail connections
17. Efficiently manage transportation assets within the Corridor to protect existing and future investment	17.1 Increase coverage of TOS elements	• Number of TOS elements installed
	17.2 Ensure TOS functionality	• TOS elements downtime percentage • Percentage of TOS elements inspected or maintained within the last 3 years

Goal	Objective	Performance Measure
18. Encourage sustainable land use	18.1 Promote multimodal travel that supports efficient land use	• Number of non-single occupant-vehicle mode share • Number of non-vehicle mode share (e.g., walking, cycling, public transit use, rail use)
	18.2 Increase resilience and reduce cost by planning and accommodating for SLR through 2100.	• Quantify Economic impacts due to potential route inundation • Availability of a viable route for emergency evacuation or lifeline
19. Address Equity Issues by supporting fair distribution of transportation resources, benefits, and costs.	19.1 Address disadvantaged communities that are disproportionately affected by tolls by seeking opportunities to minimize financial impacts to disadvantaged drivers such as means- based tolls or means-based transit fares.	• Identify, develop and implement means-based transit fare • Identify, develop and implement means-based tolling • Number of transportation improvement projects proximate to Equity Priority Communities along the SR 37 Corridor
20. Integrated Ecological Improvements	20.1 Integrate infrastructure improvements for SR 37 with existing and future habitat planning, conservation, and restoration	• Acres of wetland restoration contingent on the ultimate reconstruction of SR 37
	20.2 Improve hydrologic and habitat connectivity for federally and state-important habitats	• Acres of improved habitat
	20.3 Address ecological enhancement and flood protection opportunities that occur from north to south across SR 37 as rivers and creeks connect the bay's mudflats and marshes to their watersheds	• Economic impacts if the route is inundated • Identification of a viable route for emergency evacuation or lifeline

Chapter 3: Corridor Overview

3.1 Corridor Limits

The 21-mile long SR 37 Corridor follows the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. The Corridor primarily functions as a motor vehicle route. There is no through transit and minimal bicycle and pedestrian usage. SMART operates a short-line freight rail service along its right-of-way from Novato-Hamilton station eastward to approximately American Canyon. While this line does not yet have active passenger rail, the 2018 State Rail Plan 2040 Long-Term Vision-Regional Goals includes an hourly service between a Solano County hub and Novato which would connect the existing SMART Novato-Hamilton station and the existing Capitol Corridor station at Suisun-Fairfield.

Consistent with the 2015 SR 37 TCR, the SR 37 Corridor is divided into sections, as shown in Table 3-1 and Figure 3-1, based on changes in terrain, facility type or function, county boundaries, and for the purpose of facilitating analysis.

Table 3-1 provides the postmile limits of the Corridor sections. Note that the SR 37 post mile begins at 11.20, because in the 1950s, the route was planned to extend to Highway 1 in western Marin County. However, these plans were never pursued.

***Table 3-1**. SR 37 Route*

Section	Location Description	Begin PM	End PM
Western	US 101 (Novato) in Marin County to SR 121 (Sears Point) in Sonoma County	MRN 11.20	SON 3.91
Middle	SR 121 (Sears Pt.) in Sonoma County to Mare Island (Vallejo) in Solano County	SON 3.91	SOL R6.95
Eastern	Mare Island (Vallejo) to I-80 Interchange in Solano County	SOL R6.95	SOL R12.00

US 101 (Novato) in Marin County to SR 121 (Sears Point) in Sonoma County (Western Section) begins at US-101 and is a four-lane expressway which passes through fluvial plains. The land along the low, flat portion of SR 37 between Novato and Black Point, and between the Petaluma River and Sears Point, is agricultural in nature (grain production for animal feed, and cattle grazing). There are rural-suburban residential neighborhoods in the hilly area at Black Point. There is also some light industrial and maritime recreational use south of the highway, including the Black Point Boat Launch and a small marina at the mouth of the Petaluma River. A short-line freight railroad owned by SMART is located to the south of SR-37 in this section. The railroad crosses SR 37 just east of SR 121 and then heads northerly to Schellville. The Western Section continues eastward to a signalized intersection at Lakeville Road, and then to Sears Points to the SR 37/SR 121 junction. At this location, SR 121 veers off in a northeasterly direction, providing access to the Sonoma Raceway and the cities of Sonoma and Napa and their wine producing regions. *The UC Davis State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis (2016)* identified the Western Section as the most vulnerable to SLR primarily due to its low elevation and reliance on levees to provide flood protection for the highway. Road closures due to flooding at Novato Creek occurred in 2005, 2014, and in January and February 2017 when both directions of the roadway

were closed for 28 days. Most recently in 2019, massive flooding due to a levee break closed the Corridor for a week with Atherton Avenue as the main alternate route.

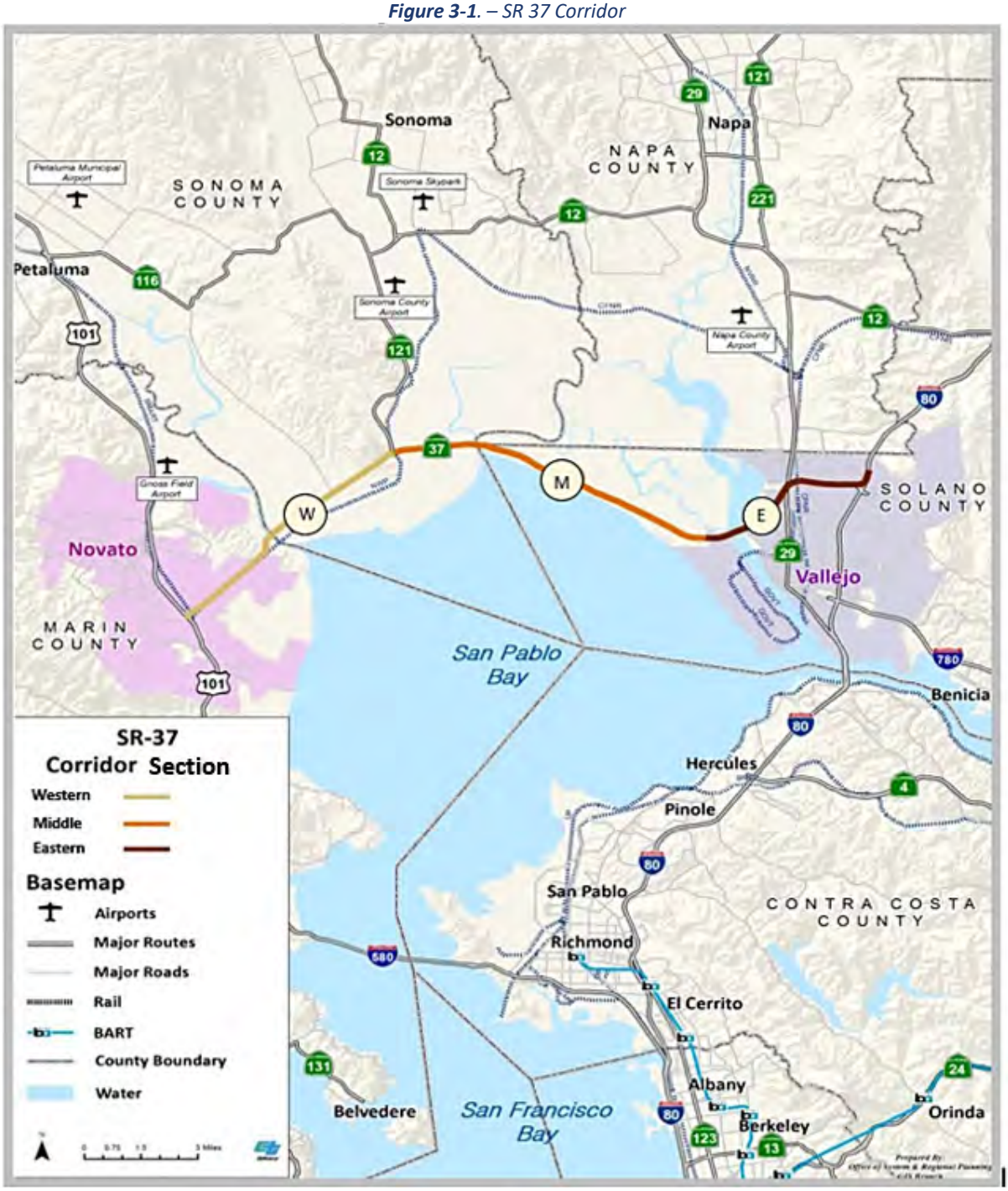
SR 121 (Sears Pt.) in Sonoma County to Mare Island (Vallejo) in Solano County (Middle Section) begins at the SR 37 / SR 121 signalized junction. Just east of the intersection, the route transitions to a two-lane conventional highway where it crosses an at-grade railroad crossing. The rail tracks, which roughly parallel Highways 37 and 121 are owned by SMART for freight service. The Middle Section continues easterly as a two-lane conventional highway with a non-standard concrete median barrier across the San Pablo Baylands to Mare Island. This portion traverses the most environmentally sensitive part of the Corridor and is surrounded by the San Pablo Bay National Wildlife Refuge for almost the entire length. It is also the most vulnerable to flooding from seasonal storms and tidal action. Flood-related closures are expected to increase over the next decades with SLR and storm surge. In March of 2011, SR 37 was closed due to flooding just east of the intersection at SR 121. In 2017, the Mare Island Interchange eastbound off-ramp also experienced flooding.

Mare Island (Vallejo) to I-80 Interchange in Solano County (Eastern Section) is entirely within Vallejo. It is a four-lane freeway that begins at Mare Island and continues eastward where the route gains elevation due to topography and terminates at I-80. The Eastern Section crosses over the Napa River and SR 29 in Vallejo. This section provides access to Six Flags Discovery Kingdom and the Solano County Fairgrounds, which are major trip generators especially during the summer months.

3.2 Route Significance

State Route 37 is recognized as one of the North Bay's heavily used east/west highway serving commuters, freight and visitors. The Corridor spans Marin, Sonoma, Napa, and Solano Counties. It is an important regional connection linking the north, east, and west San Francisco Bay sub-regions connecting I-80 and US 101. It provides access to job markets and housing within Marin, Sonoma, Napa, and Solano Counties and to the popular wine producing regions of Napa and Sonoma Counties, the Sonoma Raceway, as well as Six Flags Discovery Kingdom and Mare Island. The SR 37 Corridor traverses one of the largest remaining stretches of contiguous marshlands in the Bay Area and passes through the United States Fish and Wildlife Service (USFWS) San Pablo Bay National Wildlife Refuge (NWR).

***Figure 3-1**. – SR 37 Corridor*



Source: Caltrans, District 4, Transportation Concept Report, 2015. Modified to remove "Segment" reference.

3.3 Route Designations

The SR 37 Corridor is part of the National Highway System (NHS) and is designated on the California Road System as "Other Principal Arterial". The route is eligible for Scenic Highway designation from US 101 to SR 29. SR 37 is designated as a Surface Transportation Assistance Act of 1982 (STAA) - Terminal Access Route.

SR 37 is identified as one of the 93 statutory Interregional Road System (IRRS) routes. It is also mentioned as an important route in one of the eleven statewide Strategic Interregional Corridors, the San Jose/San Francisco Bay Area-North Coast Corridor, identified in the 2021 Interregional Transportation Strategic Plan (ITSP).

SR 37 is the northernmost east-west link between US 101 and I-5 (via I-80) in the Bay Area. The Corridor is also a parallel route north of the Richmond-San Rafael Bridge (I-580) and functions as a State Recovery Route.[15]

***Table 3-2**. SR 37 Route Designations*

Section	Western	Middle	Eastern	Comments
General Purpose Lanes	4-E	2-C	4-F	(E=Expressway, C=Conventional Highway, F=Freeway)
Scenic Highway	Eligible	Eligible	Partly Eligible (Not Eligible from SOL PM R9.4 TO R12.0)	C: Eligible west of SR 29 only
Freeway & Expressway	Yes	No	Yes	
National Highway System	Yes	Yes	Yes	
Interregional Roads System	Yes, East of MRN/SON County Line	Yes	No	IRRS from (SON PM 0.0 to R6.9)
Federal Functional Classification	Expressway (MRN PM 11.2 to 14.5)/ Other Principal Arterial (MRN PM 14.5 to SON PM 3.9)	Other Principal Arterial (SON PM 3.9 to SOL PM 5.7)	Other Principal Arterial (SOL PM 5.7 to SOL PM R6.95)/ FREEWAY (SOL PM R6.95 to R12.0)	
STAA TRUCK RTE (Terminal Access)	Yes	Yes	Yes	
Posted Speed Limit	65 mph	55 mph	65 mph	
Terrain	Flat/Roll	Flat/Roll	Flat	
Rural/Urban/Urbanized	Urbanized/Rural	Rural	Urbanized	A: Urb. from US-101 to MRN/SON County Line
HOV or HOT Lanes	No	No	No	

[15] Recovery Routes are a subset of the California Lifeline Route System. Lifeline Routes take first priority in terms of route recovery/restoration following a major incident or disaster for the purpose of emergency movement of goods and services. Recovery Routes are considered the next priority for recovery/restoration to further expand the movement of goods and services after major incidents or disasters.

Section	Western	Middle	Eastern	Comments
Toll lanes	No	No	No	
Bus Rapid Transit	No	No	No	
On-Facility Bike/Ped Access	Yes, Road Shoulders (Partial)	Yes, Road Shoulders	No (Fwy)	Bay Trail Roughly Parallel to part of the Eastern Section
Passing Lanes	No	No	No	
AUX Lanes	No	No	Yes	EB: Fairgrounds DR. to I-80 Interchange, WB: I-80 to Fairgrounds Dr. I/C
Truck Climbing Lanes	No	No	No	
Distressed Pavement	Yes	Yes	Yes	Constant settling in wetland area
TMS Elements	4 CCTVs 1 CMS 4 Detection 3 EMS 1 HAR 2 Signal	1 CCTV 1 Detection 1 EMS 1 Traffic Census	5 CCTVs 2 CMS 8 Detection 1 EMS 2 Signal 1 Traffic Census	
Tribal Land	No	No	No	
Air District	Bay Area Air Quality Management District			
Congestion Management Agency	Transportation Authority of Marin/Sonoma County Transportation Authority	Sonoma County Transportation Authority /Solano Transportation Authority	Solano Transportation Authority	
Metropolitan Planning Organization	Metropolitan Transportation Commission			

3.4 Demographics

The combined population in the four north Bay Area counties that SR 37 travels through is 1.3 million. An overview for each county is described below utilizing *Plan Bay Area Projections 2040,* a database of forecasted projections developed from a suite of models to estimate future population, households, and jobs for a region.[16] Additionally, Table 3-3 provides demographic information for each of these counties from the 2019 American Community Survey and U.S. Census Bureau[17].

Marin

The majority of Marin County population is in the eastern portion of the county, within a few miles of the Bay. Over 70 percent of Marin County is protected open space, the highest proportion for any county in the Bay Area. Half of this open space consists of federal and State lands. In comparison to the other counties along SR 37, Marin has the highest per capita income at $115,246, the second most jobs, and the lowest percentage of persons in poverty. Marin also has the highest cost of housing at almost $1,000,000 median home price, which is not affordable by most middle-income households. The high school graduate rate is 93.3 percent, while 59.5 percent of the population 25 years or older has a bachelor's degree or higher. The county has a projected population of 282,670 in year 2040 per Plan Bay Area Projections 2040.

Sonoma

Sonoma County is geographically the largest of the four SR 37 counties, with the largest amount of undeveloped acreage. Urban development is concentrated in the southern half and mid-section along the US 101 Corridor in the cities of Petaluma, Cotati, Rohnert Park, Santa Rosa, and Windsor. Almost two-thirds of the county lives in these five cities. The county has a projected population in year 2040 of 584,045 per Plan Bay Area Projections 2040. The high school educational attainment is about 89 percent and 35.5 percent hold a bachelor's degree or higher. The residents of Sonoma County have a median income of just over $81,000. Jobs are projected to grow by 34 percent, similar to the overall Bay Area jobs market between 2010 and 2040.

Napa

Napa has the lowest population and population density. The county will have a projected population of 153,220 in 2040. The high school educational attainment is about 85 percent and 35.7 percent of residents hold a bachelor's degree or higher. The residents of Napa County have a median income of $89,000.

Solano

Solano County has almost half of all Bay Area farmland and more than half of its wetlands. Once a predominantly rural county, Solano has seen rapid sub-urbanization, primarily because of affordable housing and large-tract developments. Solano County has also seen significant commercial and retail growth, primarily along I-80, but also has the highest percentage of persons in poverty of the four counties. In comparison to the other corridor counties, Solano County has the lowest per capita income at $81,472, lowest percentage of high school graduates and residents holding bachelor's degrees, and the lowest housing costs. Many commuters travel from Solano County, where the median home price is close to $407,000. While Solano residents have the longest mean travel time work of the four counties, it is closely followed by Marin residents

[16] http://projections.planbayarea.org/

[17] https://www.census.gov/quickfacts/fact/table/solanocountycalifornia,napacountycalifornia,sonomacountycalifornia,marincountycalifornia,CA/PST045219

***Table 3-3**. Demographics Data of Counties served by SR 37 Corridor*

Demographics[18, 19]	Marin County	Sonoma County	Napa County	Solano County	California
Population and Race					
Population estimates, July 1, 2019, (V2019)	258,826	494,336	137,744	447,643	39,512,223
Population per square mile, 2010	485.1	307.1	182.4	503	239.1
White alone, percent	85.30%	86.80%	83.60%	59.60%	71.90%
Black or African American alone, percent (a)	2.80%	2.10%	2.50%	14.80%	6.50%
American Indian and Alaska Native alone, percent (a)	1.00%	2.20%	1.30%	1.30%	1.60%
Asian alone, percent (a)	6.60%	4.60%	8.90%	16.20%	15.50%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.30%	0.40%	0.40%	1.00%	0.50%
Two or More Races, percent	4.00%	4.00%	3.30%	7.10%	4.00%
Hispanic or Latino, percent (b)	16.30%	27.30%	34.60%	27.30%	39.40%
White alone, not Hispanic or Latino, percent	71.10%	62.90%	51.80%	37.20%	36.50%
Housing and Households					
Housing units, July 1, 2019, (V2019)	113,344	208,305	55,647	159,806	14,366,336
Owner-occupied housing unit rate, 2015-2019	63.70%	61.50%	64.20%	61.50%	54.80%
Median value of owner-occupied housing units, 2015-2019	$995,800	$609,600	$635,900	$406,900	$505,000
Median gross rent, 2015-2019	$2,069	$1,621	$1,700	$1,592	$1,503
Persons per household, 2015-2019	2.4	2.59	2.78	2.88	2.95
Language other than English spoken at home, percent of persons aged 5 years+, 2015-2019	21.90%	25.60%	34.90%	29.90%	44.20%
Households with a computer, percent, 2015-2019	95.00%	94.20%	93.60%	94.40%	93.00%
Households with a broadband Internet subscription, percent, 2015-2019	91.30%	89.50%	89.10%	90.50%	86.70%
Education					
High school graduate or higher, percent of persons aged 25 years+, 2015-2019	93.30%	88.80%	85.50%	88.40%	83.30%
Bachelor's degree or higher, percent of persons aged 25 years+, 2015-2019	59.50%	35.50%	35.70%	26.90%	33.90%
Employment and Income					
Median household income (in 2019 dollars), 2015-2019	$115,246	$ 81,018	$88,596	$81,472	$75,235
Per capita income in past 12 months (in 2019 dollars), 2015-2019	$72,466	$42,178	$45,195	$35,400	$36,955
Persons in poverty, percent	6.90%	7.20%	7.40%	9.00%	11.80%
Total employer establishments, 2018	10,091	14,304	4,317	7,176	954,632
Total employment, 2018	101,704	177,148	64,285	115,426	15,223,664
Mean travel time to work (minutes), workers aged 16 years+, 2015-2019	32.6	25.6	25.6	33.2	29.8

[18] Fact Notes: (a) Includes persons reporting only one race; (b) Hispanics may be of any race, so also are included in applicable race categories

[19] Source: Data compiled from the American Community Survey (2019) and U.S. Census Bureau. Accessed April 2021 https://www.census.gov/quickfacts/fact/table/solanocountycalifornia,napacountycalifornia,sonomacountycalifornia,marincountycalifornia,CA/PST045219

3.5 Commute Patterns and Trip Generators

Commute Choice by Mode

As shown in Table 3-4, the automobile is the dominant commute mode in the San Francisco Bay Area, accounting for almost 75 percent of all commute trips. Comparatively, Solano, Sonoma, and Napa Counties exceed the regional average and have a much higher percentage of commuters traveling by automobile, while Marin County falls below the regional average.

Table 3-4. *SR 37 Commute Choice by Mode (2018)*

Commute Mode	Marin County	Sonoma County	Napa County	Solano County	Bay Area
Auto	72.3%	86.8%	84.3%	89.0%	74.2%
Drive Alone	65.3%	77.1%	76.9%	75.4%	64.3%
Carpool	7.0%	9.7%	7.4%	13.7%	10.0%
Transit	8.3%	2.1%	2.2%	3.3%	12.0%
Walk	1.8%	2.2%	3.1%	1.2%	3.7%
Other*	2.1%	1.7%	4.0%	1.4%	3.7%
Work from Home	15.4%	7.2%	6.5%	5.1%	6.4%

Source: MTC Vital Signs, 2016

* Other includes bicycle, motorcycle, taxi, and other modes of transportation.

SR 37 traverses four counties with various land uses that include the San Pablo Bay National Wildlife Refuge, agricultural lands, and residential and commercial uses in the suburban and urban centers at both ends of the Corridor. Except for a hilly suburban area and a small marina, both adjacent to the Petaluma River Bridge, denser development is limited to the Eastern Section within the city of Vallejo. There is also a sports venue, amusement park, and the Solano County Fairgrounds in close proximity. The Corridor serves local and regional travel, linking commuters to employment centers and providing access to the Napa and Sonoma wine regions. Below is a list of some of the major trip generators in the vicinity of the SR 37 Corridor.

- Sears Point Sonoma Raceway
- Mare Island development
- Six Flags Discovery Kingdom Amusement Park
- Solano County Fairgrounds
- Napa and Sonoma County wineries

3.6 Smart Mobility Framework (SMF)

In December of 2020, The Caltrans Smart Mobility Framework Guide 2020 introduced strategies, performance measures, and analysis methods for implementing smart mobility, organized around five themes: network management, multimodal choices, speed suitability, accessibility and connectivity, and equity. The guide also describes the application of five “place types” to identify transportation planning and project development priorities across the State. These place types describe existing geographic areas based on location, land use, density, and other characteristics:

- Central Cities
- Urban Communities

- Suburban Communities
- Rural Areas
- Protected Lands and Special Use Areas

Each of the place types identified for SR 37 correspond to transportation planning priorities and serves as a guide, not a rule for development of recommendations. Many more place types were identified as shown in Figure 3-2**.** Only census-designated places, Novato, Black Point-Green Point, and Vallejo are directly adjacent to the Corridor. Planners consider the specific characteristics of a given planning area in addition to local, regional, and State plans and collaboration when recommending strategic transportation system investments. The SMF Guide incorporates the intention of Senate Bill 743[20] as well as social equity and environmental justice, which are integral to all planning decisions. The SMF guides Caltrans and stakeholder agencies in assessing how well plans, programs, and projects support Smart Mobility. The following transportation planning priorities from the SMF Guide 2020 were identified to meet the needs of each census-designated place, town, or community as shown in Table 3-5. Figure 3-2 shows a map of the Smart Mobility Framework Place Types.

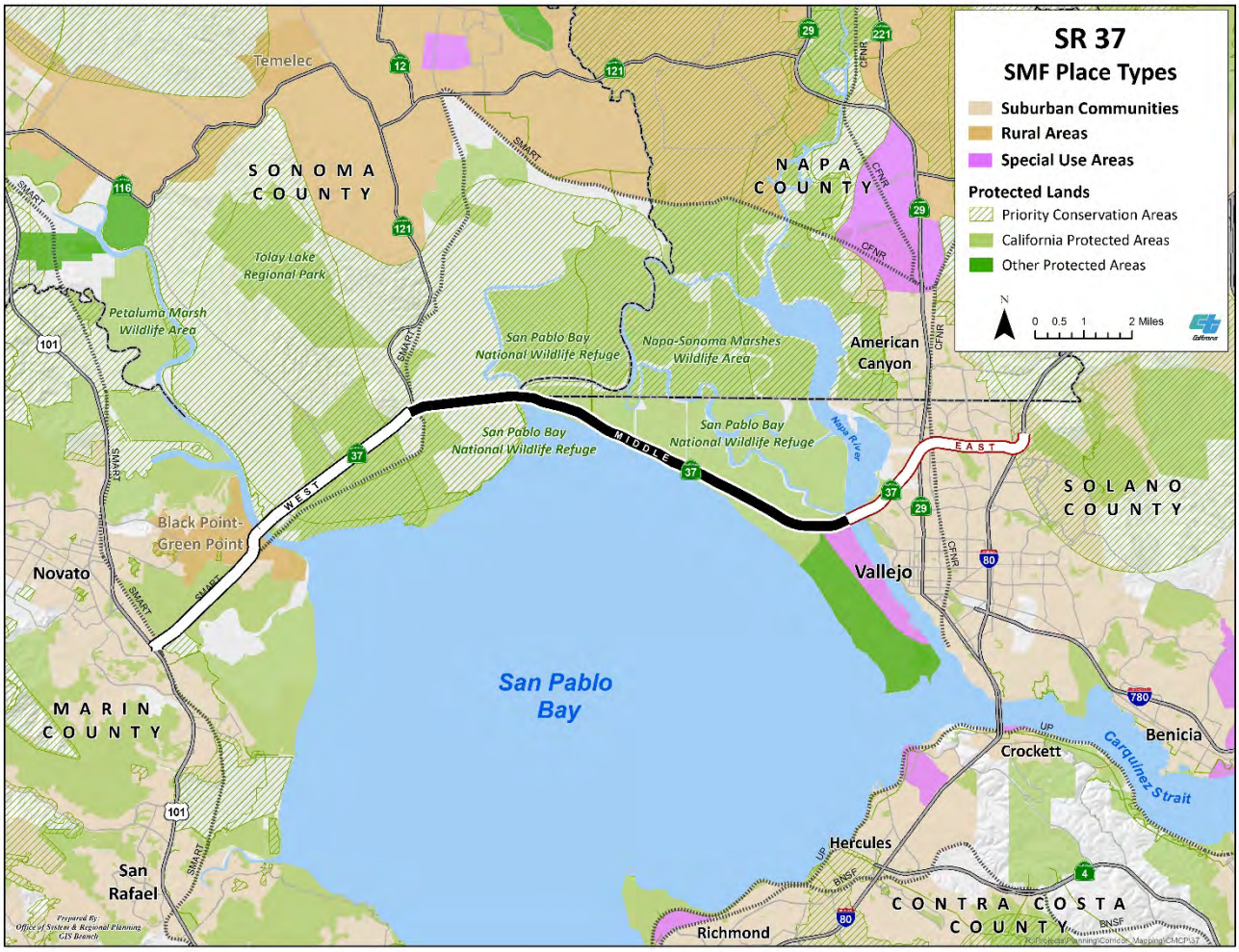
Table 3-5. *SR 37 Smart Mobility Framework Place Types*

Census-Designated Place	Place Type	Transportation Priorities
Novato, Vallejo City	Suburban	• Improvements to network connectivity to reduce route/trip lengths and opportunities to encourage non-SOV trips • Complete Street facility treatments near schools and areas with an opportunity to transition to Urban Community place types • Transit, on-demand transit, or rideshare implementation attached to employment centers where appropriate • Access management and speed management on arterial streets
Black Point-Green Point (CDP)	Rural	• Bicycle and pedestrian facilities • Traffic calming • Trails where public access and recreational use is permitted • Targeted transit or transit on-demand to accommodate transit-dependent populations/employees/visitors

[20] https://mtc.ca.gov/our-work/plans-projects/climate-change-programs/sb-743-shift-vmt SB 743 directs use of Vehicle Miles Travelled (VMT) as a metric in place of Level of Service (LOS) to better measure transportation-related environmental impacts of any project and "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses".

Census-Designated Place	Place Type	Transportation Priorities
Protected Lands / Special Use Areas		• For any lands not fully protected, projects and programs should assure permanent retention in open space/ resource conservation status. Greenprints, strategic conservation plans that recognize the economic and social benefits that parks, open space, and working lands provide communities, can provide opportunities to align open space protection efforts with regional blueprints. For SR 37, this place type includes areas with environmental considerations, wildlife habitat connectivity, federal lands, county and state parks and trails, watershed lands, and priority conservation areas. • For special use areas, projects are determined by the purpose and context of the special use area.

Figure 3-2. *SR 37 Smart Mobility Framework Place Types*



Source: *Caltrans, 2021*

3.7 Plan Bay Area 2040, Priority Development Areas, Priority Conservation Areas and Equity Priority Communities

Plan Bay Area 2040 (PBA 2040)[21], is the *Regional Transportation Plan (RTP)* and Sustainable *Communities Strategy (SCS*) for the Bay Area. It was approved in 2017 and responds in part to Senate Bill 375 (2008), which requires each of the State's 18 metropolitan regions to develop a Sustainable Communities Strategy (SCS) to accommodate future population growth while reducing greenhouse gas emissions from cars and light trucks. MTC produced the RTP/SCS in concert with the Association of Bay Area Governments (ABAG) which is responsible for developing regional housing and employment forecasts. The Plan charts a course for reducing per-capita greenhouse gas emissions through the promotion of more compact, mixed-use residential and commercial neighborhoods near transit. MTC is currently in the process of finalizing PBA 2050, an update to the RTP/SCS. The CTC's CMCP Guidelines require CMCPs be consistent with the goals and objectives of the RTP, including the forecasted development pattern identified in the SCS.

The regional forecast shows that between 2010 and 2040, the Bay Area is projected to grow from 3.4 to 4.7 million jobs, while the population is projected to increase from 7.2 to 9.5 million. As of 2015, almost half of the projected jobs have been added and nearly a quarter of the projected population growth has occurred. During the same period, only 13 percent of projected household growth has occurred, held back in part by financial conditions as a result of the 2008 Great Recession. PBA 2040 projects and programs along the SR 37 Corridor can be found in Chapter 7, along with projects in other plans and funding programs.

Priority Development Areas, Priority Conservation Areas and Priority Production Areas

PBA 2040 establishes Priority Development Areas (PDA) and Priority Conservation Areas (PCA). PDAs are areas within existing communities that local city or county governments have identified and approved for future growth. These areas typically are transit accessible and are located near established job centers, shopping districts and other services. PCAs are locations designated for protection of natural habitat and preservation of open space for future generations, including farming, ranching, recreational and resource lands. PCAs are identified through consensus by local jurisdictions and parks/open space districts. Unlike SMF place types that are based on existing characteristics, PDAs and PCAs point to a future growth pattern supported by plans adopted by local governments.

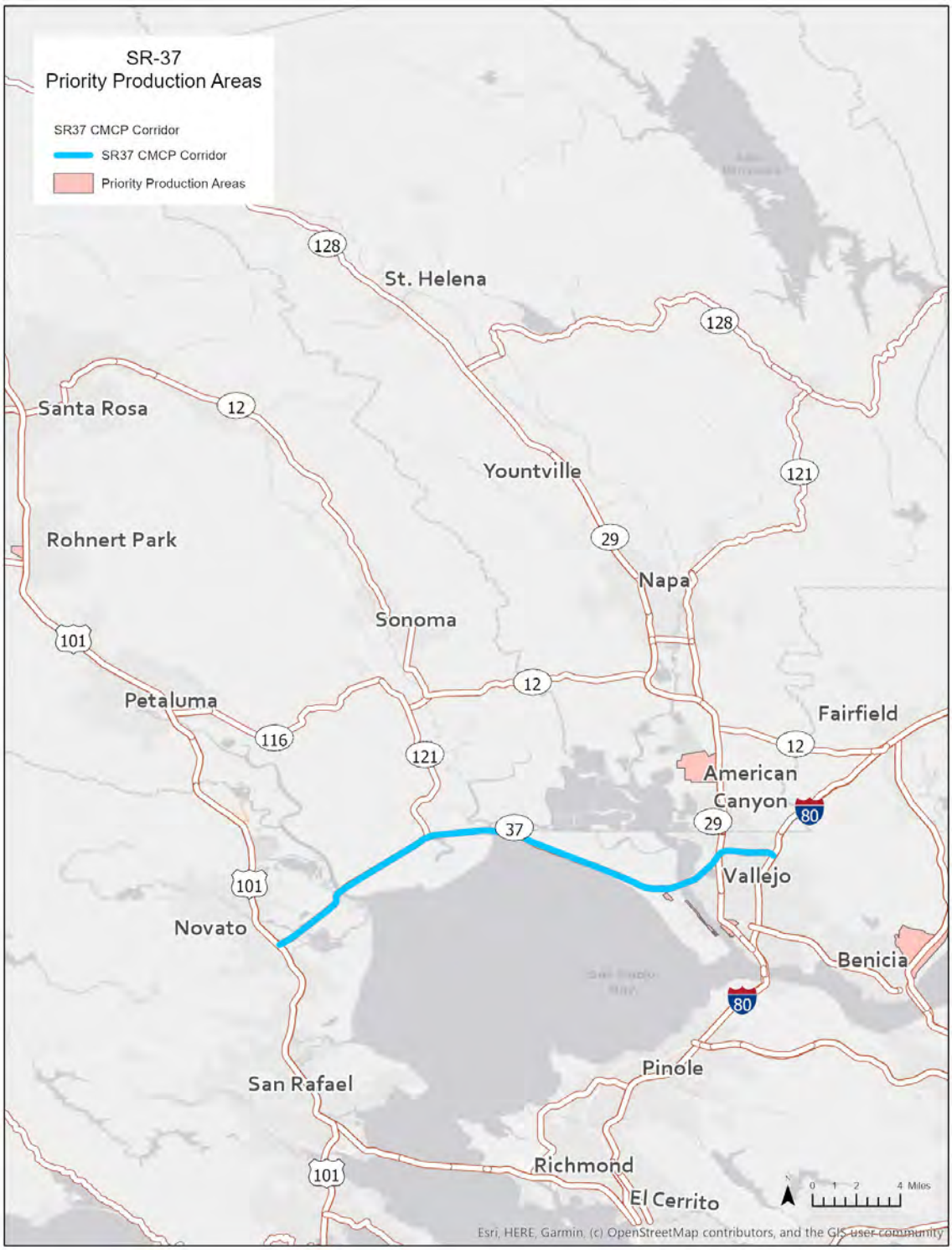
With the development of *Plan Bay Area 2050* (PBA 2050), MTC updated the regional growth framework by refreshing PDAs and PCAs, as well as introducing a new designation called Priority Production Areas (PPA). PPAs are areas zoned for industrial use or have a high concentration of industrial activities such as production, advanced manufacturing, distribution, or related activities. Local jurisdictions can nominate PPAs for inclusion into PBA 2050. The updated PDAs and PCAs and the newly designated PPAs will help focus new housing and job growth in the region. Figure 3-3 displays a list of PDAs located within proximity to SR 37, including those in PBA 2040 and those that have been submitted to MTC for inclusion into PBA 2050. Since MTC is updating the PDA framework as part of the PBA 2050 development, some of the PDAs may change. Newly proposed PPAs along SR 37 are listed separately in Figure 3-4.

[21] http://www.planbayarea.org/2040-plan/plan-details/equity-analysis

Figure 3-3. *Priority Development and Conservation Areas along the SR 37 Corridor Source: MTC, 2021*

Source: MTC, 2021

Figure 3-4. *Priority Production Areas*



Source: MTC, 2021

Equity Priority Communities

MTC's Equity Priority Communities (EPC) index is based on eight American Community Survey (ACS) 2014-2018 tract-level variables. The development of MTC's EPC was a part of the Equity Framework within the Regional

Transportation Plan. The framework includes equity measures to analyze scenarios and define disadvantaged communities. These variables included minority populations, low income areas, less English proficient populations, Seniors (age 75 and older), zero-vehicle households, single-parent households, people with disabilities, and rent-burdened households. EPCs within the Regional Transportation Plan area are rated at high and highest levels of concern, meaning these communities are burdened by multiple socioeconomic factors. Figure 3-5 identifies Equity Priority Communities and Pollution Areas along the SR 37 Corridor.

CalEnviroScreen

Analysis has been conducted to further identify disadvantaged communities via CalEnviroScreen 3.0[22]. CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socio-economic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and federal government sources to determine the level of risk a community faces related to:

- **Environmental Threats and Indicators:** Pollutants, such as Particulate Matter 2.5, ozone, diesel emissions, pesticides, toxic releases. Poor drinking, brownfield remediation (cleanup) sites, groundwater threats, hazardous wastewater, and solid waste
- **Socio Economic Threats/Burdens/Indicators:** Level of asthma occurrence, low birth rates, cardiovascular risks, education levels, linguistic Isolation, poverty, unemployment rate, and housing burden

The CalEnviroScreen shows more than half of communities by census tracts are disproportionately burdened by, and vulnerable to, multiple sources of pollution ranging as high as 80%-85% along the Corridor, especially east of SR 121.

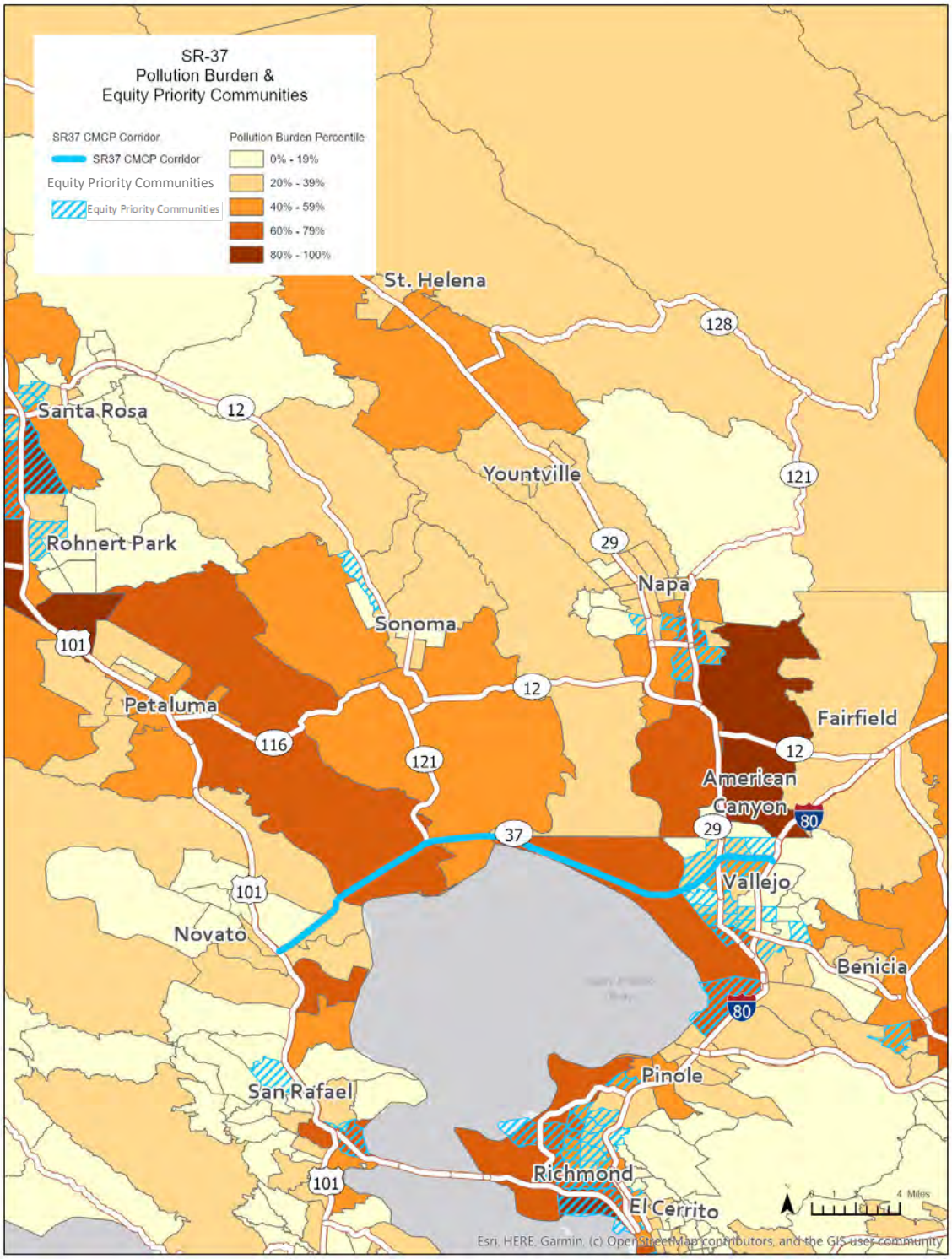
California Climate Investments Priority Populations

According to SB 535, disadvantaged communities are disproportionately affected by environmental pollution, low income levels, high unemployment, low home ownership, high rent burden, sensitive populations[23], and low levels of educational attainment. For purposes of AB 1550, low-income communities are census tracts with median household incomes at or below 80 percent of the statewide median income or with median incomes at or below the threshold designated as low income by the U.S. Department of Housing and Community Development. Both AB 1550 and SB 535 establish a formula to direct a larger percentage of the State Greenhouse Gas Reduction Fund to invest in disadvantaged and low-income communities. These priority populations are located on both sides of SR 37. A large portion of low-income communities are located directly west of SR 37 in Marin County and a mix of both low-income and disadvantaged communities are along SR 37 in Solano County from Mare Island to Vallejo.

[22] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30

[23] Bill Text - SB-535 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.

***Figure 3-5**. Pollution Burden and Equity Priority Communities along the SR 37 Corridor*



Source: MTC, 2021

3.8 Environmental Considerations and Sea Level Rise

Environmental Considerations

The majority of the SR 37 Corridor is bordered by wetlands and natural areas, and critical ecosystems. The Corridor acts as a hydrologic and ecological barrier that limits ecological processes such as sediment transport, limiting the extent and expansion of the wetlands. Wetland habitats are an important buffer to flooding and rising sea levels. The Corridor is adjacent to the San Pablo Bay National Wildlife Refuge, Sonoma Land Trust lands, and the Napa-Sonoma Marshes Wildlife Area. The proximity of SR 37 to sensitive ecosystems and vulnerability to sea level rise has necessitated a corridor planning approach that integrates transportation improvements and ecological considerations into the system planning process. Caltrans, in partnership with State and federal resource agencies and stakeholders, is currently leading the development of the first Planning and Environmental Linkages (PEL) study in the State[24]. The PEL study will build upon prior and ongoing planning efforts by MTC, Caltrans, and stakeholder working groups, such as the State Route 37 Baylands Group in addition to developing new information. Further discussion of the Corridor ecosystem, SLR, and integrating environmental and ecological benefits into the highway design process is part of this section.

Table 3-6 shows a high-level identification of potential environmental factors along the SR 37 Corridor that require future analysis and support in the project development process. This information may not represent all environmental considerations that exist within the Corridor vicinity. The factors were rated on a scale of a low-medium-high probability that they constitute an environmental issue along the Corridor.

***Table 3-6**. Environmental Consideration for the SR 37 Corridor*

Environmental Factors	SECTION		
	Western – Novato to Sears Point	Middle – Sears Point to Mare Island	Eastern - Mare Island to I-80 Interchange
Fish Passage/Wildlife Connectivity	*High*	*High*	*High*
Section 4(f) Land[25] (protected land)	*High*	*High*	*Low*
Farm/Timberland[26]	*Yes*	*Yes*	*Yes*
Floodplain[27]	*100 year*	*100 year*	*100 Year*
Sea Level Rise[28]	*High*	*High*	*Medium*
Waters and Wetlands[29]	*High*	*High*	*Medium*

[24] https://dot.ca.gov/-/media/dot-media/district-4/documents/37-corridor-projects/sr-37_swg_11_16_20_pdf_notes-2020-12-16.pdf
[25] https://gis.data.ca.gov/pages/featured-apps Accessed April 2021
[26] https://maps.conservation.ca.gov/DLRP/CIFF/ Accessed April 2021
[27] https://hwy37.ucdavis.edu/maps Accessed April 2021
[28] https://hwy37.ucdavis.edu/files/upload/resource/Phase_II_SR_37_Stewardship_FinalReport_Front_Matter_Executive_Summary.pdf Accessed April 2021
[29] https://services3.arcgis.com/UAsvVbK8QjNQizHD/arcgis/rest/services/Water_and_Wetlands_TSRA_2017/FeatureServer/0 Accessed April 2021

Environmental considerations that impact funding needs for projects described in this CMCP include mitigation and restoration costs, improved access to natural resources, and protection of critical habitat and open space. Figure 3-6 shows critical habitats identified by the Fish and Wildlife Service (USFWS) for threatened and endangered species, fish passage barrier statuses, regional Priority Conservation Areas (PCAs), wetlands, and potential section 4(f) lands[30].

Any project should consider the context to protect scenic views, the surrounding character, critical habitats to threatened and endangered species, wildlife crossings, cultural resources, and public access; all of which, should be weighed against the ecological impacts of construction. Projects should reduce visual impacts, plant native vegetation, improve fish passage, be designed to accommodate increased hydraulic capacity due to anticipated hydrologic changes due to climate change and avoid the placement of new concrete or other impervious surfaces that alter streambeds and waterflow.

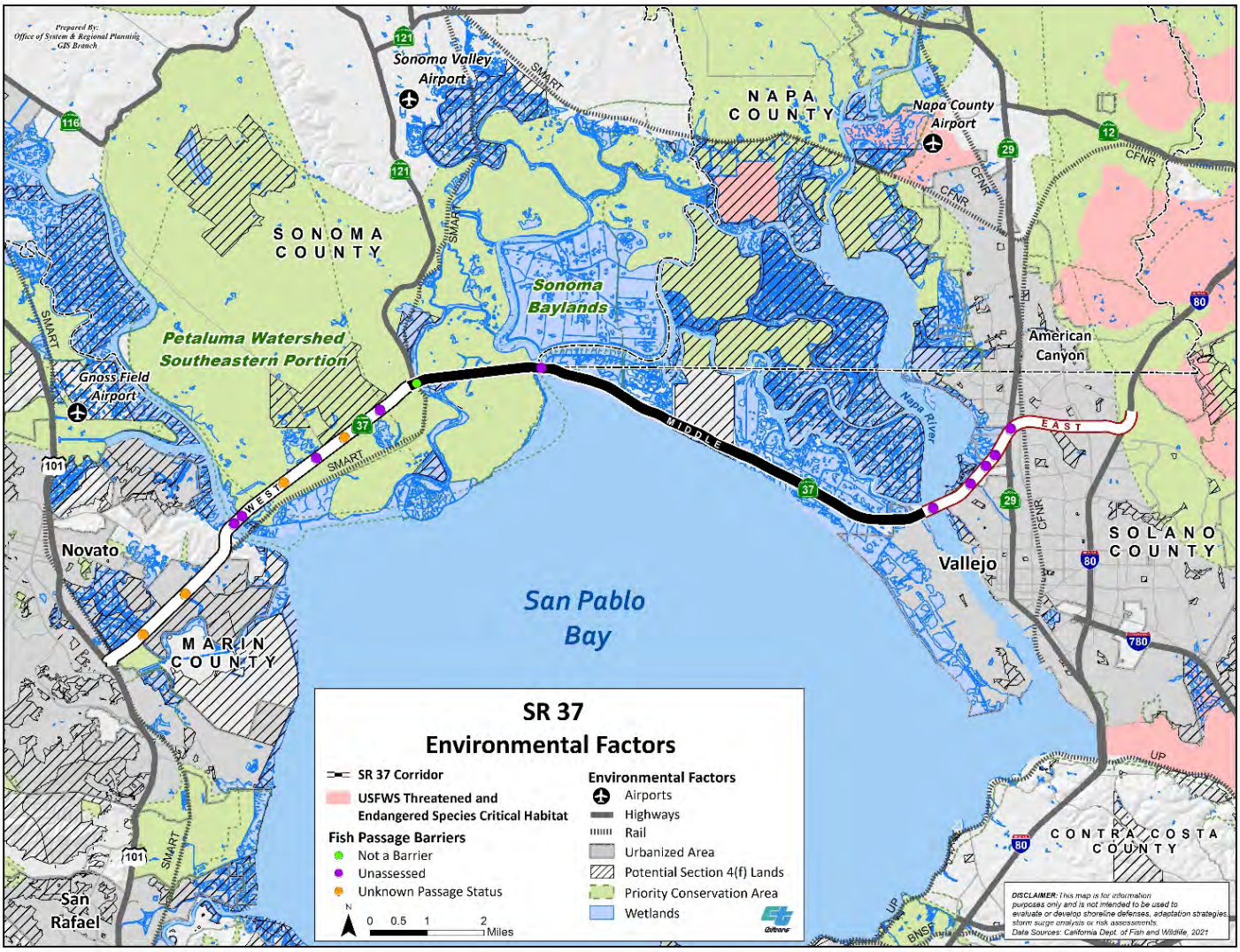
Fish Passage

The California Legislature passed Senate Bill 857 in 2006, which directs Caltrans to address fish passage. Caltrans is tasked with assessing stream crossings within the State Highway System for fish passage and to determine if highway stream crossings constitute a barrier to the migration of anadromous fish species, including federal- and state-listed salmonids. Caltrans Biologists and Engineers must assess these stream crossings and categorize barriers as either temporal, partial, or total barriers at highway stream crossings, and Caltrans Headquarters' Division of Environmental Analysis is required to submit an annual report on the Caltrans Fish Passage Program to the Legislature, due October 1st each year. Caltrans is tasked with remediating all barriers when there is an active project that affects a stream crossing location with a known barrier and working cooperatively with the National Marine Fisheries Service and California Department of Fish and Wildlife (CDFW).

There are several unassessed and assessed stream crossings along SR 37, and of the assessed locations, some stream crossings do not block the migration of anadromous fish while others constitute barriers. Once projects are programmed at a stream crossing location, project teams must conduct early coordination to determine how the barrier will be remediated, and all projects must be analyzed to determine if a project will promulgate a new barrier in the long term. Caltrans and its partners should seek opportunities to include fish passage design elements in project scopes but also program standalone fish passage barrier remediation projects, including through grant funding when there may be no transportation nexus.

[30] Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

***Figure 3-6**. Environmental Factors Map*



Source: Caltrans D4, GIS and Technical Support, 2021

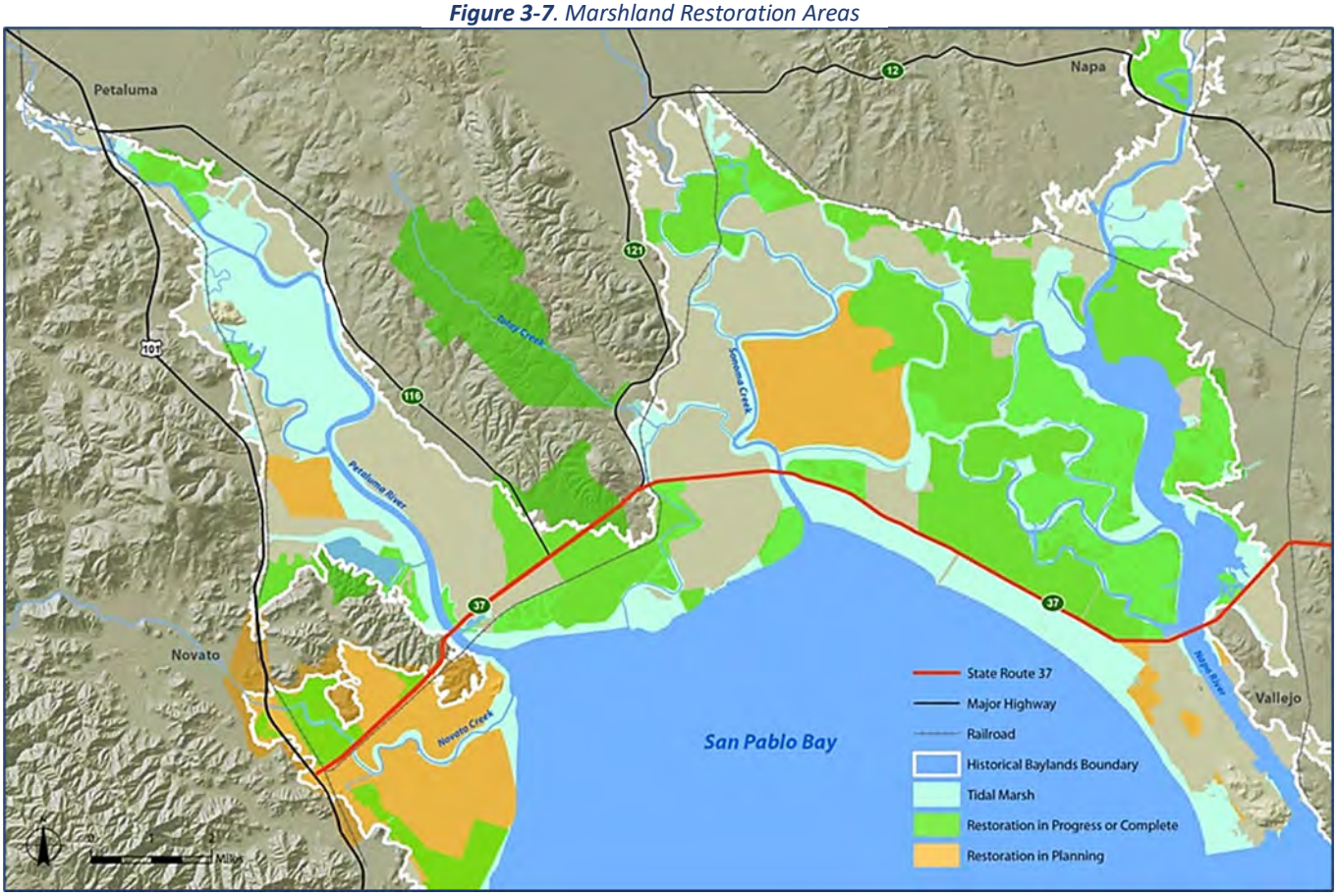
Critical Ecosystems

The SR 37 Corridor crosses the 13,190-acre San Pablo Bay National Wildlife Refuge. The refuge extends along the northern shore of San Pablo Bay from the mouth of the Petaluma River to Tolay and Sonoma Creeks, and Mare Island. The highway is a barrier to animal and fish migration, tidal flow, and marshland interaction with the Bay. Roadway runoff can degrade water quality in adjacent ponds, sloughs, and marshes. Historically, the wetlands comprised one of the largest tidal marsh complexes on the Pacific coast of North America. However, the area has been significantly altered by human activities such as hydraulic mining, salt production, draining, filling, agriculture, and development. Wetland locations, as identified in the SR 37 Corridor Plan (MTC 2018), are presented in Figure 3-7 which shows existing and planned restoration areas surrounding the SR 37 Corridor.

In 2011, ownership of the 3,300-acre Skaggs Island along SR 37**,** was transferred from the U.S. Navy to the U.S. Fish and Wildlife Service (USFWS). In 2013, the Sonoma Land Trust acquired the 1,092-acre Haire Ranch on

Skaggs Island, which was then transferred to USFWS. Both are now part of the San Pablo Bay National Wildlife Refuge and will be restored from diked baylands to marsh habitat.

***Figure 3-7**. Marshland Restoration Areas*



Source: Sonoma Land Trust, 2020

The marshlands provide year-round habitat for a variety of native fauna and flora, some of which include endangered or threatened species. A few of the 11 State and Federally protected fish species that swim through San Pablo Bay to reach their freshwater spawning grounds include:

- Steelhead
- Green sturgeon
- Longfin smelt
- Chinook salmon

Additionally, the following species are largely found in areas associated with wetlands and waterways along SR 37:

- Salt marsh harvest mouse
- California Ridgway's rail
- California Black Rail
- California red-legged frog
- San Pablo Song Sparrow

Ongoing restoration of the historic Napa-Sonoma Marshes Wildlife Area, the preservation of existing open space and further environmental protection efforts are in various planning and implementation stages. Various local, State, federal agencies, and private/non-profit groups are investing considerable resources in marshlands and habitat restoration, and endangered species recovery efforts. There are several completed and ongoing conservation and environmental restoration efforts along the SR 37 Corridor. These include the Sears Point Restoration Project, restoration work on Skaggs Island, and salt pond restoration. Additionally, work in Austin Creek Slough included culvert removal, the opening of two, 100-foot gaps in illegal fill, and constructing an overflow weir that will help in flood control. Overall, the restoration work in Austin Creek was expected to improve water circulation in the slough.

Sea Level Rise

As stated in the SR 37 Transportation and SLR Corridor Improvement Plan (2018), provided in Appendix A of this document, rising sea levels due to climate change will critically impact both the study corridor and surrounding sensitive ecosystems. In addition, Caltrans efforts in addressing sea level rise are described below.

For flood protection SR 37 relies on a complex interconnected system of levees along Novato Creek, the Petaluma River, Tolay Creek, Sonoma Creek, Napa River, and San Francisco Bay. The Western and Middle Corridor sections are sub-divided by highway and levee elevations.[31] The Western Section and a portion of the Middle Section rely on existing levees for flood protection. Raised portions of the roadway within the Middle and the Eastern Corridor sections act as levees. The UC Davis Stewardship Study identified the Western Section as the most vulnerable to SLR – primarily due to its low elevation and reliance on levees to provide flood protection for the highway. The Middle Section was identified as the most at risk from inundation from SLR impacts when considering consequence factors such as capital improvement costs, economic impacts on commuters and goods movement due to traffic detours, and impacts to public recreational activities and impacts to alternate routes. Many of the levees in the area are privately owned and were not constructed to protect SR 37 from flooding. Instead, protection of SR 37 is an ancillary benefit of the levees. Neither Caltrans, MTC nor any of the four North Bay Transportation Authorities has a role in managing or maintaining many of the levees that provide protection to SR 37.

The State Route 37 Integrated Traffic, Infrastructure and SLR Analysis study evaluated the exposure of SR 37 to permanent inundation and temporary flooding using SLR inundation maps. The Western Corridor is anticipated to flood during a ten-year storm surge event and will be permanently inundated around 2050, with roadway flooding depths up to five feet. The Middle Section, from SR 121 to Sonoma Creek (area of Tubbs Island), will flood between the 25-year and 50-year storm surge events and will be permanently inundated around 2050 with roadway flooding depths up to two feet. The remainder of the Middle Section will be permanently inundated around 2100 with flooding depths around 0.5 feet. The low-lying area in the Eastern Section, near Mare Island, is anticipated to flood during a ten-year surge event and will be permanently inundated around 2050 with roadway flooding depths up to two feet.

Given anticipated SLR, the increased frequency of flooding is expected to permanently inundate most of the existing roadway. In the event of permanent inundation, vehicular traffic on the Corridor would be required to divert to other already congested routes; and critical habitats for protected wetland and bayland species could be adversely affected. Table 3-7 displays centerline miles exposed to SLR.

[31] *"Segment" replaced with Western, Middle or Eastern Section*

Table 3-7. *SR 37 Centerline Miles Exposed to SLR*

SLR Depth	County	Total Length (Miles)
SLR 24-in/2-ft	MRN	1.12
	SOL	1.90
	SON	5.50
SLR 84-in/7-ft	MRN	4.88
	SOL	16.36
	SON	10.07
SLR Low 24-in/2-ft	MRN	3.13
	SON	1.58

Source: San Francisco Bay Conservation and Development Commission (BCDC)'s Adapting to Rising Tides (ART) and the State Highway System (SHS)

Table 3-8 below shows the projected SLR for San Francisco Bay.[32] The H++ projection is a single scenario and does not have an associated likelihood of occurrence as do the probabilistic projections. Probabilistic projections are with respect to a baseline of the year 2000, or more specifically the average relative sea level over 1991 - 2009. High emissions scenario is indicated as Represented Concentration Pathways (RCP) 8.5 and low emissions scenario as RCP 2.6. Although, the recommended projections for use in low, medium-high and extreme risk aversion decisions are outlined in blue boxes below, transportation projects should be assessed using the medium-high and extreme (H++) risk aversion scenarios for the anticipated life of the project and 100-year storm activity. Probabilistic projections for the height of SLR are shown below, along with the H++ scenario (depicted in blue in the far-right column).

[32] https://opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf

***Table 3-8**. Project SLR (in feet) for San Francisco Bay*

		Probabilistic Projections (in feet) (based on Kopp et al. 2014)					H++ scenario (Sweet et al. 2017) *Single scenario
		MEDIAN	LIKELY RANGE		1-IN-20 CHANCE	1-IN-200 CHANCE	
		50% probability SLR meets or exceeds…	66% probability SLR is between…		5% probability SLR meets or exceeds…	0.5% probability SLR meets or exceeds…	
				Low Risk Aversion		Medium – High Risk Aversion	Extreme Risk Aversion
High emissions	2030	0.4	0.3 -	0.5	0.6	0.8	1.0
	2040	0.6	0.5 -	0.8	1.0	1.3	1.8
	2050	0.9	0.6 -	1.1	1.4	1.9	2.7
Low emissions	2060	1.0	0.6 -	1.3	1.6	2.4	3.9
High emissions	2060	1.1	0.8 -	1.5	1.8	2.6	
Low emissions	2070	1.1	0.8 -	1.5	1.9	3.1	5.2
High emissions	2070	1.4	1.0 -	1.9	2.4	3.5	
Low emissions	2080	1.3	0.9 -	1.8	2.3	3.9	6.6
High emissions	2080	1.7	1.2 -	2.4	3.0	4.5	
Low emissions	2090	1.4	1.0 -	2.1	2.8	4.7	8.3
High emissions	2090	2.1	1.4 -	2.9	3.6	5.6	
Low emissions	2100	1.6	1.0 -	2.4	3.2	5.7	10.2
High emissions	2100	2.5	1.6 -	3.4	4.4	6.9	
Low emissions	2110[33]	1.7	1.2 -	2.5	3.4	6.3	11.9
High emissions	2110[34]	2.6	1.9 -	3.5	4.5	7.3	
Low emissions	2120	1.9	1.2 -	2.8	3.9	7.4	14.2
High emissions	2120	3	2.2 -	4.1	5.2	8.6	
Low emissions	2130	2.1	1.3 -	3.1	4.4	8.5	16.6
High emissions	2130	3.3	2.4 -	4.6	6.0	10.0	
Low emissions	2140	2.2	1.3 -	3.4	4.9	9.7	19.1
High emissions	2140	3.7	2.6 -	5.2	6.8	11.4	
Low emissions	2150	2.4	1.3 -	3.8	5.5	11.0	21.9
High emissions	2150	4.1	2.8 -	5.8	7.7	13.0	

Source: State of California Sea-Level Rise Guidance – 2018 Update, Projected Average Rate of Sea-Level Rise (mm/year) for San Francisco

Caltrans District 4 Vulnerability Assessment

The *Caltrans District 4 Climate Change Vulnerability Assessment* was completed in 2018. Based on climate data, California will experience more severe droughts, rising sea levels, more severe storm impacts and coastal erosion, increased temperatures and longer heat waves, and longer and more severe wildfire seasons. The

[33,34] Most of the available climate model experiments do not extend beyond 2100. The resulting reduction in model availability causes a small dip in projections between 2100 and 2110, as well as a shift in uncertainty estimates (see Kopp et al. 2014). Use of 2110 projections should be done with caution and with acknowledgement of increased uncertainty around these projections.

Assessment had three objectives: 1) to understand the types of weather-related and longer-term climate change events that will likely occur with greater frequency and intensity in future years; 2) to conduct a Vulnerability Assessment to determine those Caltrans assets vulnerable to various climate-influenced natural hazards; and 3) to develop a method to prioritize candidate projects for actions that are responsive to climate change. The Assessment outlined potential vulnerabilities to the State Highway System (SHS) to show the types of climate stressors that will affect future planning, maintenance, and operations of District assets. The climate stressors that would impact the District include temperature, precipitation, wildfire, sea level rise, and storm surge. Data from the Years 2025, 2055, and 2085 were analyzed. An interactive web-based map[35] was developed with the Assessment to show which routes within the District are exposed to various climate stressors under different scenarios. As Caltrans takes the lead on climate action, it is crucial that climate change is addressed in long-range plans to ensure that the transportation system remains resilient and secure for all users.

District 4 Adaptation Priorities Report

The *Caltrans District 4 Adaptation Priorities Report* completed in 2020 was the next phase in addressing climate change after the Vulnerability Assessment was completed. The purpose of the Report is to prioritize District 4 assets that will be exposed to climate hazards through a detailed asset-level climate assessment. The prioritization considers the timing of the climate change, the severity, extensiveness, and the condition of the asset that is at risk. This report is mainly focused on bridges, large culverts, small culverts, and roadways. The climate hazards used in the prioritization methodology are temperature, riverine flooding, wildfire, sea level rise, storm surge, and coastal cliff retreat. Various asset-hazard combinations were studied; some of the combinations include pavement binder grade exposure to temperature changes, small and large culverts exposed to riverine flooding, bridge exposure to coastal cliff retreat, and at-grade roadway exposure to sea level rise. The average cross hazard prioritization score provides a holistic view of various threats an asset is exposed to. The scores are on a zero to 100 scale; the higher the score the greater adaptation priority of the asset. There are five priority levels for District 4 assets.

The next step is for the District to develop and evaluate adaptation options for each asset category to ensure the ability to withstand future climate changes. The detailed adaptation assessments will include coordination with key stakeholder groups. The current Report can be used in long-range planning to prioritize sections of the roadway and other assets that will be affected by climate change. Table 3-9 below provides a list of priority assets.

[35] https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=517eecf1b5a542e5b0e25f337f87f5bb

Table 3-9. *District 4 Adaptation Priorities for SR 37*

Priority	County	Route and Postmile	Feature Crossed or Carriageway[36]	Asset Type	Average Cross Hazard Prioritization Score
1	MRN	SR 37 (eastbound) 11.96	Novato Creek	Bridge No. 27 0011R	100.00
1	MRN	SR 37 14.47	Petaluma River	Bridge No. 27 0013	86.71
1	SOL	SR 37 R7.39	Napa River	Bridge No. 23 0064	80.60
1	SOL	SR 37 R .01	Sonoma Creek	Bridge No. 23 0063	78.86
1	SON	SR 37 4.04	Tolay Creek	Bridge No. 20 0090	76.77
1	MRN	SR 37 (westbound) 11.96	Novato Creek	Bridge No. 27 0011L	72.67
1	MRN	SR 37 13.04	Simonds Slough	Large Culvert No. 27 0012	97.04
1	SOL	SR 37 8.91	White Slough	Large Culvert No. 23 0238	56.22
1	SON	SR 37 2.45	N/A	Small Culvert 200374000245	74.02
1	MRN/SON	SR 37 MRN 14.503/SON R6.058	P	Roadway	73.00
1	MRN	SR 37 R11.2/R11.354	P	Roadway	73.00
1	MRN	SR 37 R11.456/13.758	P	Roadway	73.00
1	SOL	SR 37 R0.163/R7.301	P	Roadway	73.00
1	MRN/SON	SR 37 MRN 14.501/SON 3.78	S	Roadway	72.88
1	MRN	SR 37 R11.246/R11.349	S	Roadway	72.88
1	MRN	SR 37 R11.453/13.732	S	Roadway	72.88
1	SOL	SR 37 R0.163/R7.324	S	Roadway	72.88
1	SOL	SR 37 4.001/R6.058	S	Roadway	72.88
2	SOL	SR 37 8.482/R9.243	P	Roadway	27.52
2	MRN	SR 37 R11.349/R11.453	S	Roadway	23.00
2	SOL	SR 37 8.471/R9.389	S	Roadway	23.00
3	MRN	SR 37 11.354/11.456	P	Roadway	21.55
3	SOL	SR 37 8.464/8.471	S	Roadway	16.64

[36] *Caltrans' alignment codes designate the carriageway on divided roadways: "P" always represents northbound or eastbound carriageways whereas "S" always represents southbound or westbound carriageways. Undivided roadways are always indicated with a "P".

Air Quality

The California Legislature created the Bay Area Air Quality Management District (BAAQMD) in 1955, as the first regional air pollution control agency in the country. BAAQMD is tasked with regulating stationary sources of air pollution in the nine-county Bay Area, except for northern parts of Solano and Sonoma Counties. Northern Solano County falls under the jurisdiction of the Yolo-Solano County Air Quality Management District (YSAQMD) created in 1971 by a joint powers agreement between the Yolo and Solano County Boards of Supervisors. Northern Sonoma County is part of the Northern Sonoma County Air Pollution Control District (NoSoCoAir) and collaborates with neighboring AQMDs including the BAAQMD. Each AQMD is governed by a Board of Directors composed of locally-elected officials from each of the represented counties, with the number of board members from each county being proportionate to its population. Approved projects must conform with the regional emissions analysis performed for the current RTP and Transportation Improvement Program (TIP).

3.9 Integrating Environmental/Ecological Benefits into the Highway Design

In collaboration with Caltrans and the four County Transportation Agencies (CTA), MTC developed the SR 37 Transportation and Sea Level Rise Corridor Improvement Plan (SR 37 Corridor Plan) in June 2018. The SR-37 Corridor Plan is a high-level assessment of key issues on the SR 37 Corridor. The most critical issues for the Corridor are recurrent traffic congestion, vulnerability to flooding, and potential impacts of sea level rise on highly sensitive environmental resources adjacent to the corridor. Rising sea levels due to climate change are anticipated to critically impact both the study corridor and surrounding sensitive ecosystems.

The SR 37 Corridor Plan represents an early step of many to proactively identify opportunities and solutions to the transportation, ecosystem and sea level rise for the SR-37 corridor. This corridor plan encompasses three broad goals:

- Integrate transportation, ecosystem and sea level rise adaptation into one design
- Improve mobility across all modes and maintain public access
- Increase corridor resiliency to storm surges and sea level rise

The SR 37 Corridor Plan recommends integration of ecological enhancements as part of any improvement project. It sets a goal of no net loss of wetlands habitat to mitigate for project widening by integrating restoration elements into the project design. It highlights the role that the Regional Advanced Mitigation Program (RAMP) could have to balance near-term and long-term transportation improvement impacts.

Preparation of the Corridor Plan utilized extensive and diverse stakeholder input. Of particular value, the vision statement and guiding principles for the San Pablo Baylands developed by the SR-37 Baylands Group were cited to help guide the region as it plans, designs, and implements improvement strategies for the corridor. The plan encourages taking into account the rich ecology and evolving landscape, ongoing and future conservation, restoration efforts, and opportunities to pursue ecological enhancements.

Chapter 4: Multimodal Facilities

In addition to evaluating highway infrastructure improvements, other modes of travel along the Corridor are being evaluated to relieve congestion while providing mobility options. There is presently, minimal alternatives to driving. This chapter describes public transit services, park-and-ride facilities, private commuter shuttles, and pedestrian and bicycle facilities along the SR 37 Corridor. Also identified are planned and programmed projects. The chapter finally summarizes the Transportation Systems Management and Operations (TSMO), Broadband, Transportation Demand Management, and Freight Facilities on the Corridor.

Caltrans Deputy Directive DD-64-R2 requires Caltrans to provide for the needs of travelers of all ages and abilities in the planning, programming design, construction, operations, and maintenance activities and products of the State Highway System. Caltrans is charged with developing integrated multimodal projects and facilitating improved bicycle, pedestrian, and transit travel by supporting a network of Complete Streets[37]. At the regional level, the Bay Area's Metropolitan Planning Organization, MTC, has developed policy and guidance for Complete Streets implementation by local agencies.

4.1 Transit Services

There is currently no bus transit service or regular passenger rail servicing the SR 37 Corridor. Existing bus transit services operate locally within Marin, Sonoma, Napa, and Solano Counties. However, there is no regional bus transit connecting the counties along the SR 37 Corridor. Similarly, passenger rail service operated by SMART provides only north-south connections in Marin and Sonoma counties. Figure 4-1 displays the existing transit services within the vicinity of the SR 37 Corridor.

In 2019, *The SR 37 Travel Behavior and Transit Feasibility Study* was prepared on behalf of NVTA in coordination with the Transportation Authorities of Marin, Sonoma, and Solano Counties. The purpose of the study was to understand the potential demand and propensity to use transit and other non-single occupant vehicle options on SR 37 to relieve congestion and address equity concerns. Key findings from the travel market assessment and transit options evaluation conducted as part of the study include:

Travel Market Assessment

- The SR 37 Corridor primarily serves lower density, dispersed development patterns.
- A right-sized transit approach would classify the travel market as a many-to-many demand (i.e., many origins and destinations) landscape with just a few trip centers.
- The primary travel market is Solano residents accessing job centers in Marin and Sonoma Counties.
- A majority of travelers are not going to a high-capacity rapid transit service such as SMART or a ferry.
- The Corridor serves mostly long distance, work-related trips.
- A high percentage of corridor trips are made by those earning at or below the median Bay Area income of $100,000.
- The travel markets assessment suggests a greater need for on-demand and enhanced pooling services as opposed to fixed-route service, however some express bus opportunities exist.

[37] https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/smart-mobility-active-transportation/complete-streets

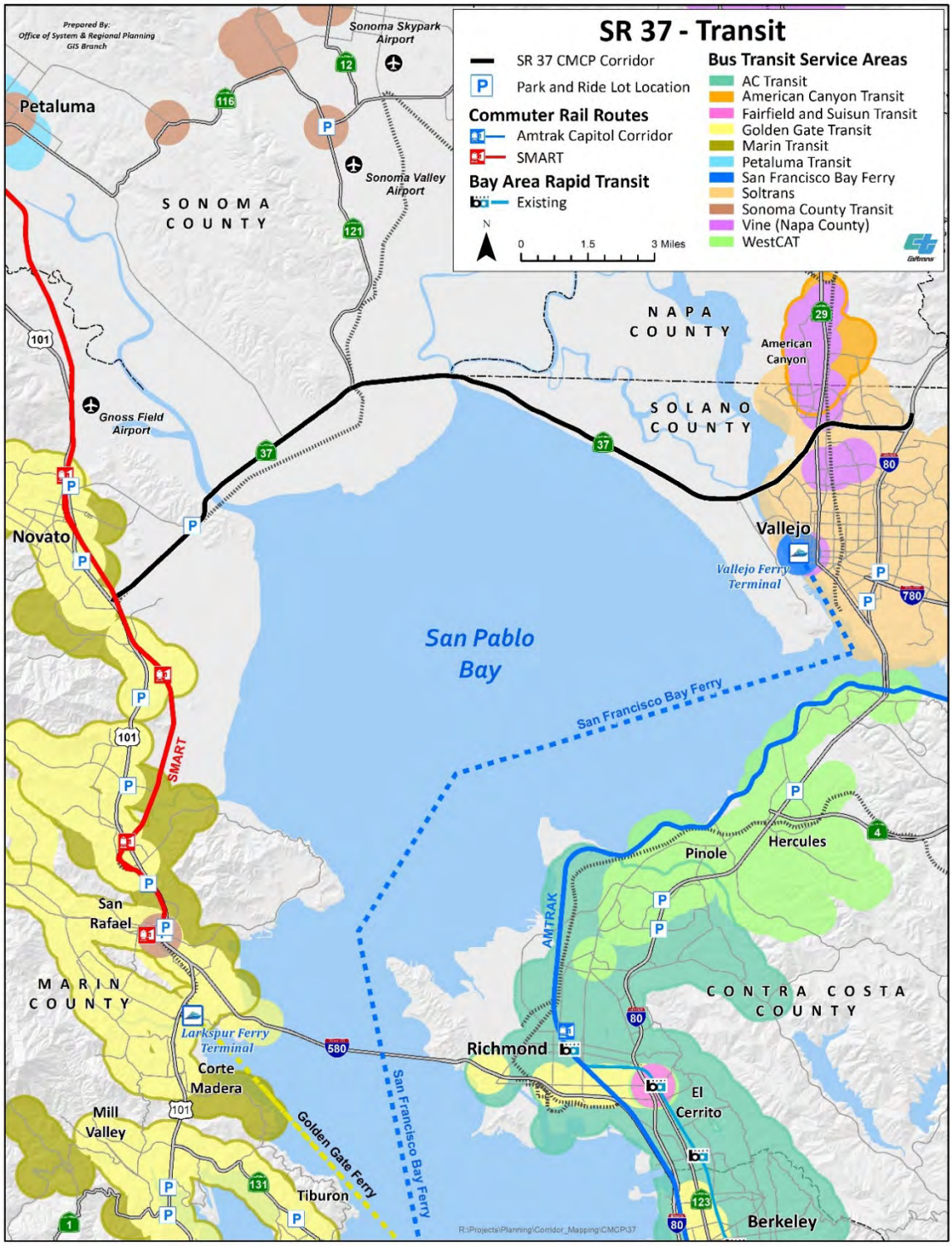
Transit Options Evaluation

The SR 37 Travel Behavior and Transit Feasibility Study proposed the following transit options for consideration by the transportation agencies for implementation:

- An express bus route proposed between Fairfield-Vallejo and Novato.
- Enhanced carpooling services including an expanded park-and-ride system with bus and transportation network company (TNC) connections, a software-as-a-service platform with rewards, and subsidies for low-income and disabled persons.
- A minibus service along SR 37 that follows a semi-fixed route, generally along the proposed express bus route, utilizing proposed express bus stop locations, many of which are located at new or existing park-and-ride lots.
- A TNC subsidy was determined to be cost-prohibitive due to the length of trips and lack of TNC supply, but there might still be a role for TNCs as a first and last-mile connections.

Transit service options from The SR 37 Travel Behavior and Transit Feasibility Study have been incorporated into planned Project Nos. 6 and 7 by County Transportation Agencies

***Figure 4-1**. Existing Transit Services Along or Near SR 37*



Source: Caltrans D4, GIS and Technical Support, 2021

Rail Transit Services

There is currently no east-west passenger rail service along the SR 37 Corridor. The 2018 California State Rail Plan (Rail Plan) has committed to planning the expansion of passenger service that would connect the SMART system to the Capitol Corridor system via a future SMART connection. The 2018 California State Rail Plan is a strategic plan with operating and capital investment strategies that will lead to a coordinated, statewide travel system. Caltrans is currently updating the Rail Plan and it should be published in Spring 2022. The updated Rail Plan will incorporate outputs from network integration activities and local and regional studies, including the SMART 2019 study cited below.

The railroad corridor connecting the existing SMART Novato-Hamilton Station, near Novato, and the existing Capitol Corridor Station at Suisun-Fairfield is approximately 41 miles long. Ownership of the Corridor is split between SMART and Union Pacific Railroad (UPRR). SMART owns the right-of-way from the Novato-Hamilton Station eastward to approximately American Canyon. SMART provides freight service on this section, typically consisting of two roundtrips per week. The right-of-way from American Canyon eastward to the Suisun-Fairfield Capitol Corridor Station is owned by UPRR which has contracted with California Northern Railroad to provide freight service on this section, typically consisting of 1 round trip per day, 5 days per week.

In response to the request and funding by the California State Transportation Agency (CalSTA) to explore an east-west connection to expand transit connectivity in Northern California, SMART prepared the *Passenger Rail Service: Novato to Suisun City* in 2019. The Study examined the technical feasibility of implementing passenger rail service in the Corridor between Marin, Sonoma, Napa, and Solano Counties, linking the existing SMART Novato-Hamilton Station with the existing Capital Corridor Suisun-Fairfield Station

The Study established two implementation options for service:

- Option 1 represents the minimum infrastructure improvements that would allow passenger trains to run safely and connect SMART to the Capitol Corridor. This option would provide a “base” level of service. The conceptual cost range, including contingencies, for Option 1 is $780M to $898M.
- Option 2 considers an improved level of passenger service over Option 1. Option 2 would provide additional service frequencies and reduced travel times when compared to the base level of service provided by Option 1. While Option 2 requires more capital investment than Option 1, Option 2 offers reduced maintenance costs, an improved operating scenario with better connectivity to existing SMART and Capitol Corridor services, and improved connectivity to local transit services at intermediate stations. The conceptual cost range for Option 2, including contingencies, is $1.1B to $1.3B.

The study notes it would take four to six years to implement Option 2 and that both options could be scaled to provide a level of service appropriate for passenger demand. Figure 4-2 shows CMCP Project No. 21– Option 2.

***Figure 4-2**. CMCP Project No. 24 – Option 2*

Source: Sonoma-Marin Area Rail Transit District, Passenger Rail Service Novato to Suisun City

Bus Transit Services

There is presently no bus transit along the study corridor. However, as noted in both the *SR 37 Travel Behavior and Transit Feasibility Study* and the *2018 SR 37 Transportation and SLR Corridor Improvement Plan*, the implementation of near-term traffic congestion relief on the Middle Section of the Corridor (CMCP Project No. 7) would improve bus travel time reliability by providing opportunities for express bus service. The study identified the ideal time to deploy an express bus service would be in tandem with proposed HOV lanes on the Middle Section (CMCP Project No. 6). Furthermore, the ultimate project consisting of elevating the roadway and providing four travel lanes on the Middle Section, with tolling and HOV lanes, would continue to support transit in the Corridor.

As referenced in Chapter 8, there are currently projects in development, including the SR 37 Fairgrounds Drive Interchange Improvements Project, which will provide new transit services consisting of electric buses, bus routes, bus stops/stations, and park-and-ride facilities.

Ferry Service

Currently, there are no strategies in place to provide ferry service from Solano County to Marin County.

The Golden Gate Bridge, Highway and Transportation District is a special district that provides regional ferry services in Marin. Although, the Water Transportation Authority (WETA) operates ferry service from Vallejo, the District currently has no routes serving the SR 37 Corridor area. In 2019, the Solano Transportation Authority conducted a *Water Transit Services Feasibility Study*. One of the routes considered in the study was a Solano County (Vallejo) to Marin County (Larkspur) route. Findings for this route indicated further study is needed due

to the low ridership projections, Larkspur berthing constraints, and lack of travel time competitiveness to jobs in Marin County due to mode transfers. There remains interest in the service due to increasing travel demand and congestion on the SR 37; however, the ridership forecasts are low due to two factors:

- Employee-based commute trips make up only a portion of overall travel demand
- Employee trip destinations in Marin County are widely dispersed (and largely remote) from the Larkspur Terminal

The study also notes an additional constraint associated with a Vallejo/Larkspur route is that the berthing facilities at the Larkspur facility are at capacity and increasing berthing capacity would require significant planning and capital investment.

Microtransit

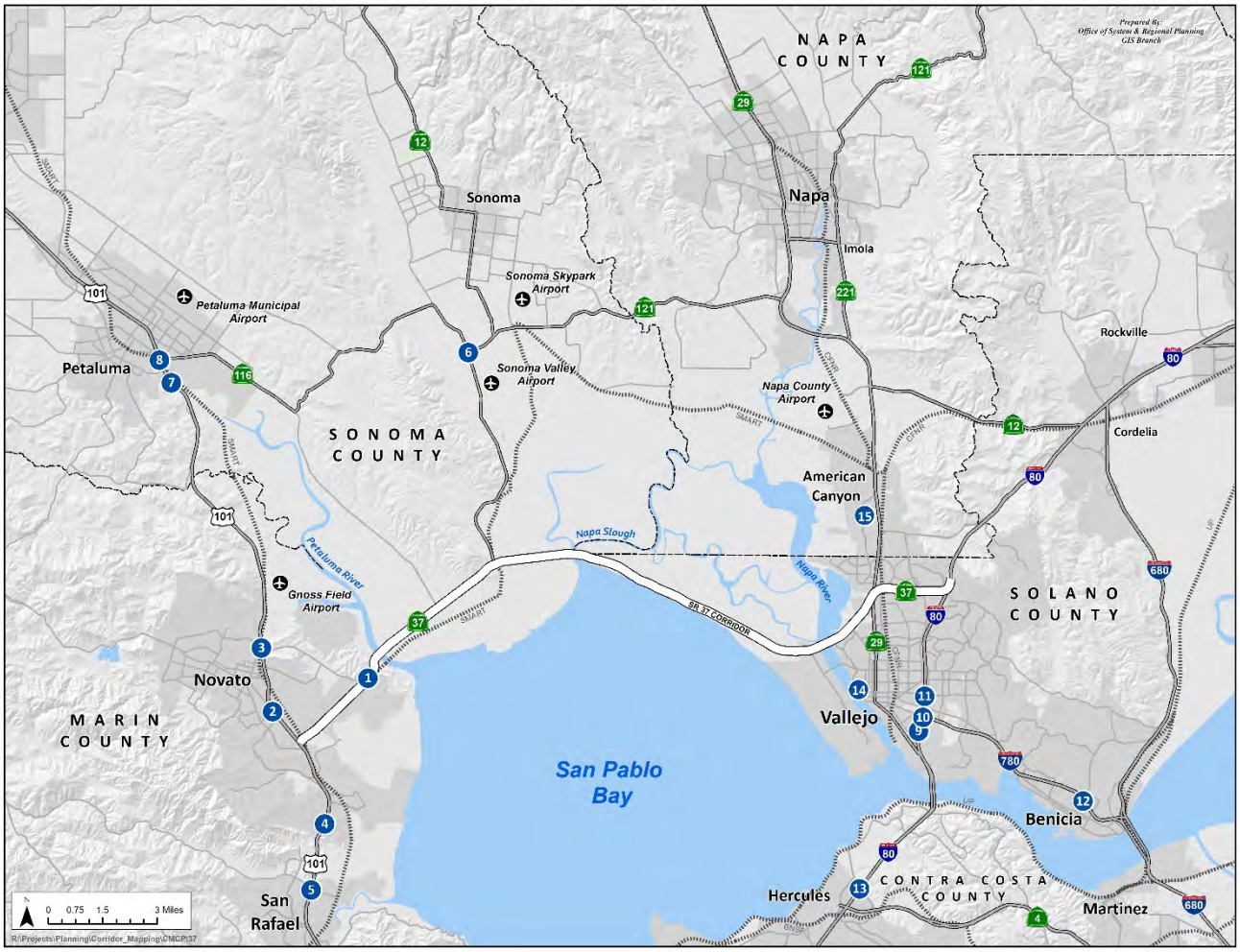
There is currently no established Microtransit program that services the entirety of the SR 37 Corridor. The *2019 SR 37 Travel Behavior & Transit Feasibility Study* identified Microtransit service as a beneficial and viable option to relieve congestion and address equity, while providing an efficient and cost-effective method to serve many of the dispersed travel patterns within the SR 37 Corridor. As an app-based form of responsive transit, Microtransit uses website or mobile phone applications to offer flexible routing and scheduling of transit service vehicles. It can operate as an on-demand service, providing door-to-door service or as a first and last-mile connection that works in conjunction with express bus routes. These vehicles can be operated by private companies (like Uber and Lyft) or by public agencies.

Microtransit services is a corridor strategy and services are included as part of CMCP Project No. 6.

4.2 Park-and-Ride Facilities

Carpooling as well as ridesharing services, such as first and last-mile shuttles and on-demand travel services, are an environmentally friendly and sustainable way to travel as shared trips reduce air pollution and carbon emissions. According to the 2019 SR 37 Travel Behavior and Transit Feasibility Study, approximately 19 percent of daily users of SR 37 identified their primary mode of travel as carpooling. Currently, there are several park-and-ride lots that exist along roadways utilized by SR 37 users that are at or near capacity. The Black Point Park and Ride lot, located at the SR 37/Atherton Avenue Interchange, is the only Caltrans operated park-and-ride lot that exists on the SR 37 Corridor. Figure 4-3 illustrates the location and capacity of existing park-and-ride lots in the vicinity of SR 37.

***Figure 4-3**. Existing Park and Ride Lots*



SR 37 Corridor and Local Area Park & Ride Lots				
LOT ID	**LOT NAME**	**LOCATION**	**SPACES AVAILABLE**	**OWNER**
1	Black Point	North of SR 37 at Atherton Ave	30	Caltrans
2	Rowland Boulevard	NE and SE quadrants of US 101/Rowland Blvd	240	Caltrans
3	Atherton/US 101	NE and SE quadrants of US 101/Atherton Ave	58	Caltrans
4	Alameda Del Prado	NW of US 101/Alameda Del Prado Overcrossing	100	Caltrans
5	Smith Ranch Road	SE quadrant of Smth Ranch Rd/US 101	186	Caltrans
6	Schellville	In "Y" junction of SR 121/116	46	Caltrans
7	S Petaluma Boulevard	SE quadrant of US 101/S Petaluma Blvd	36	Caltrans
8	Lakeville Highway	West side of US 101 at SR 116	135	Caltrans
9	Magazine Street	NW corner of Magazine St Interchange at I-80	19	Caltrans
10	Lemon Street/Curtola Parkway	NW and SW corner of Curtola Pkwy and Lemon St at I-80	463	Soltrans
11	Benicia Road	SE corner of Benicia Rd Interchange at I-80	14	Caltrans
12	East 2nd Street	SE corner of East 2nd St Interchange at I-780	14	Caltrans
13	Hercules	SW and NE quadrants of I-80/Willow Ave	90	Caltrans
14	Mare Island Way and Georgia Street	Vallejo Ferry Terminal Parking Lots	680	Vallejo
15	300 Crawford Way	300 Crawford Way and James Rd	90	American Canyon

Source: *Caltrans, District 4, GIS and Technical Support Branch, 2021*

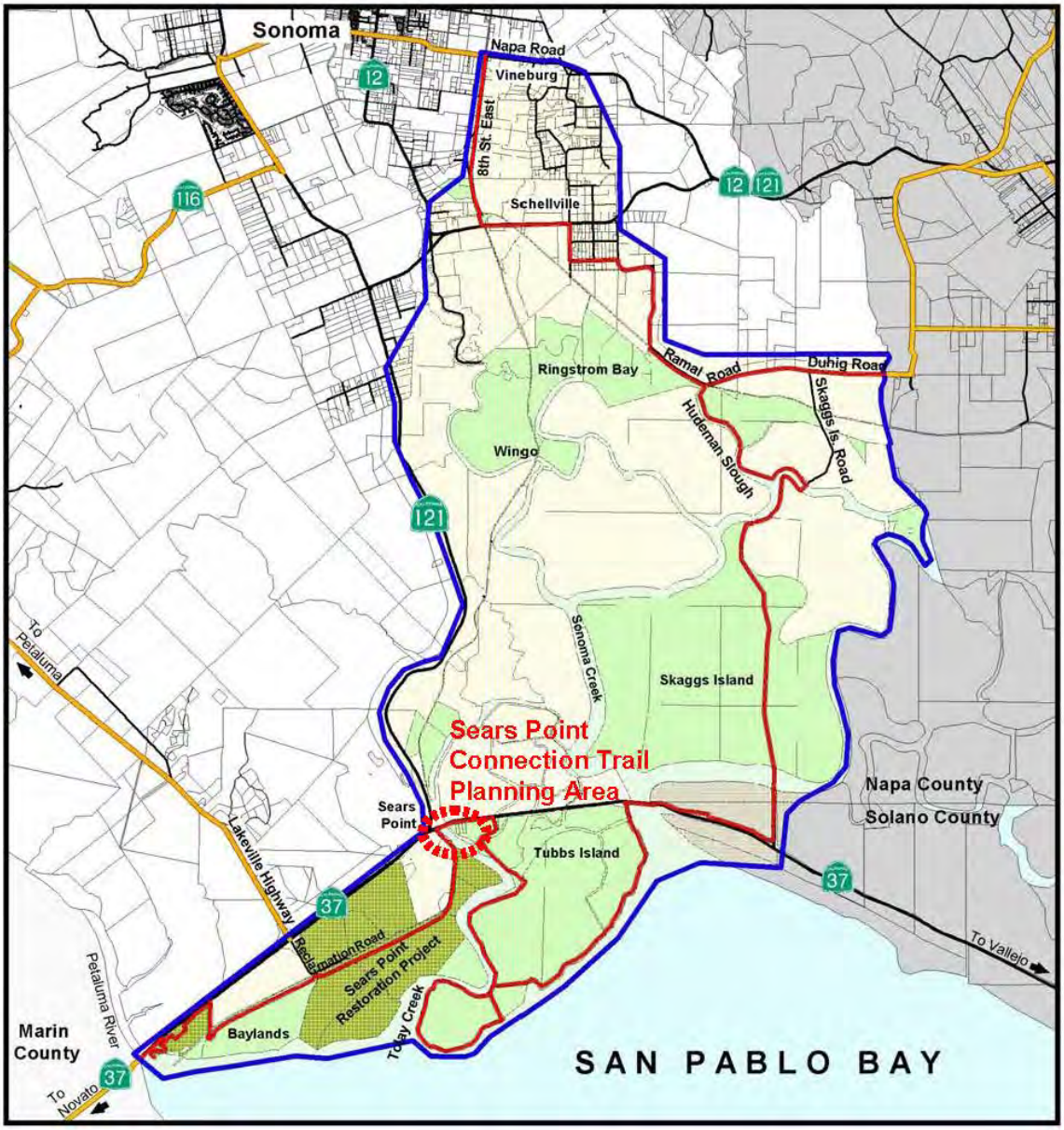
The 2019 analysis of existing park-and-ride lot and capacity data with the travel markets analysis findings, suggests additional demand near the ends of the SR 37 Corridor. While the COVID-19 pandemic has impacted travel behavior, the pre-pandemic demand, coupled with potential benefits of pooling and potential integration with bus and TNC services, has led to the investigation of ways to enhance carpooling options efficiently and cost-effectively for users of SR 37.

Increasing capacity on the eastern end would facilitate more carpooling in the higher westbound commute direction in the morning, while increasing capacity on the western end would facilitate more carpooling on the lesser eastbound commute direction in the morning. As noted in Chapter 8, the SR 37 Fairgrounds Drive Interchange Improvements Project in Vallejo, among others, includes plans for a transit hub and parking garage to improve transit access.

4.3 Public Access

There is limited public access to the San Pablo Baylands, especially in the Solano County portion of the SR 37 Corridor. Existing access includes wildlife viewing and shoreline recreation along the San Francisco Bay Trail and San Francisco Bay Area Water Trail. As the Highway 37 Sears Point to Mare Island Improvement Project enters the environmental phase, there is opportunity to invest in projects that enhance access to the San Pablo Baylands' rich marsh ecosystem and abundant wildlife. One example is the proposed Sears Point Connector Project, shown in Figure 4-4a, which would connect approximately eight miles of the San Francisco Bay Trail.

Figure 4-4a. *Proposed Sears Point Connector Project*



Source: Sonoma County Bay Trail Corridor Plan, Sonoma County, 2005

The Grand Bayway SR 37 Public Access Scoping Report recommends providing more equitable pedestrian access to areas within the San Pablo Baylands such as trail facilities, developed parks and open space, and hunting and water recreation throughout all sections of the Corridor. The Solano SR 37 Public Access Plan includes several proposed public access projects as shown in Figure 4-4b below. While funding for projects has not yet been identified, MTC and the four CTAs support improved public access along the Corridor.

Figure 4-4b. *SR 37 Solano County Proposed Public Access projects*

Source: *Source: SR 37 Corridor Public Access Solano County, 2018*

4.4 Bicycle and Pedestrian Facilities

Policy Overview: Caltrans District and Countywide Plans

Pursuant to the Complete Streets policies and statewide goals, the Caltrans District 4 Pedestrian Plan, completed in April 2021, supplements the 2018 Caltrans District 4 Bicycle Plan. These combined plans are part of a comprehensive planning process to implement the statewide bicycle and pedestrian plan, known as the California Active Transportation (CAT) Plan, Toward an Active California. The plan's objective is to identify state highway system locations with bicycle and pedestrian needs across all Districts which were then evaluated and prioritized according to mobility, safety, equity, and preservation goals. In addition, each county along the SR 37 Corridor has adopted their own bicycle and/or pedestrian plan(s), outlining the policy goals as well as identifying pedestrian and bicycle needs within the county.

Caltrans District 4 Bike Plan

The Bike Plan evaluates bicycle needs on and across the Bay Area's State transportation network and identifies infrastructure improvements to enhance bicycle safety and mobility by removing barriers to bicycling in the region. This Plan complements and builds on statewide, regional, and local planning efforts to help create a connected, comfortable, and safer bicycle network for the Bay Area. The Bike Plan provided a needs analysis and identified priority improvements. The needs analysis is based on multiple data sources to rank highway sections on Level of Traffic Stress (LTS), the rating given to a road section or crossing indicating the traffic stress it imposes on bicyclist, low stress connectivity (permeability), collision history, and potential bicycling demand. Improvements are classified by prioritization categories of top, mid, and low tiers. Recommended projects along the SR 37 Corridor from the Bike Plan are included in Chapter 7.

Caltrans District 4 Pedestrian Plan

Caltrans District 4 Pedestrian Plan includes two elements: a summary report providing an overview of the conditions and areas of significant needs for pedestrians; and a Story Map[38], an interactive map that identifies and prioritizes location-based pedestrian needs to improve access along, across, and parallel to the State Highway System as well as disadvantaged communities, density of pedestrian collisions, pedestrian facility conditions, and highways where pedestrians are permitted. These priority needs are based on an analysis of existing gaps and barriers in the network, as well as latent pedestrian demand, indicated by public input and a variety of data sets.

Currently, there is relatively low bicycle and pedestrian activity along the SR 37 Corridor. Various sources, including third party "big data" and social media platforms, indicate that bicycle and pedestrian trips do occur on an irregular basis. Anecdotal feedback from stakeholders indicates that some bicyclists who travel along the Corridor do so as part of longer distance or interregional bicycle tours.

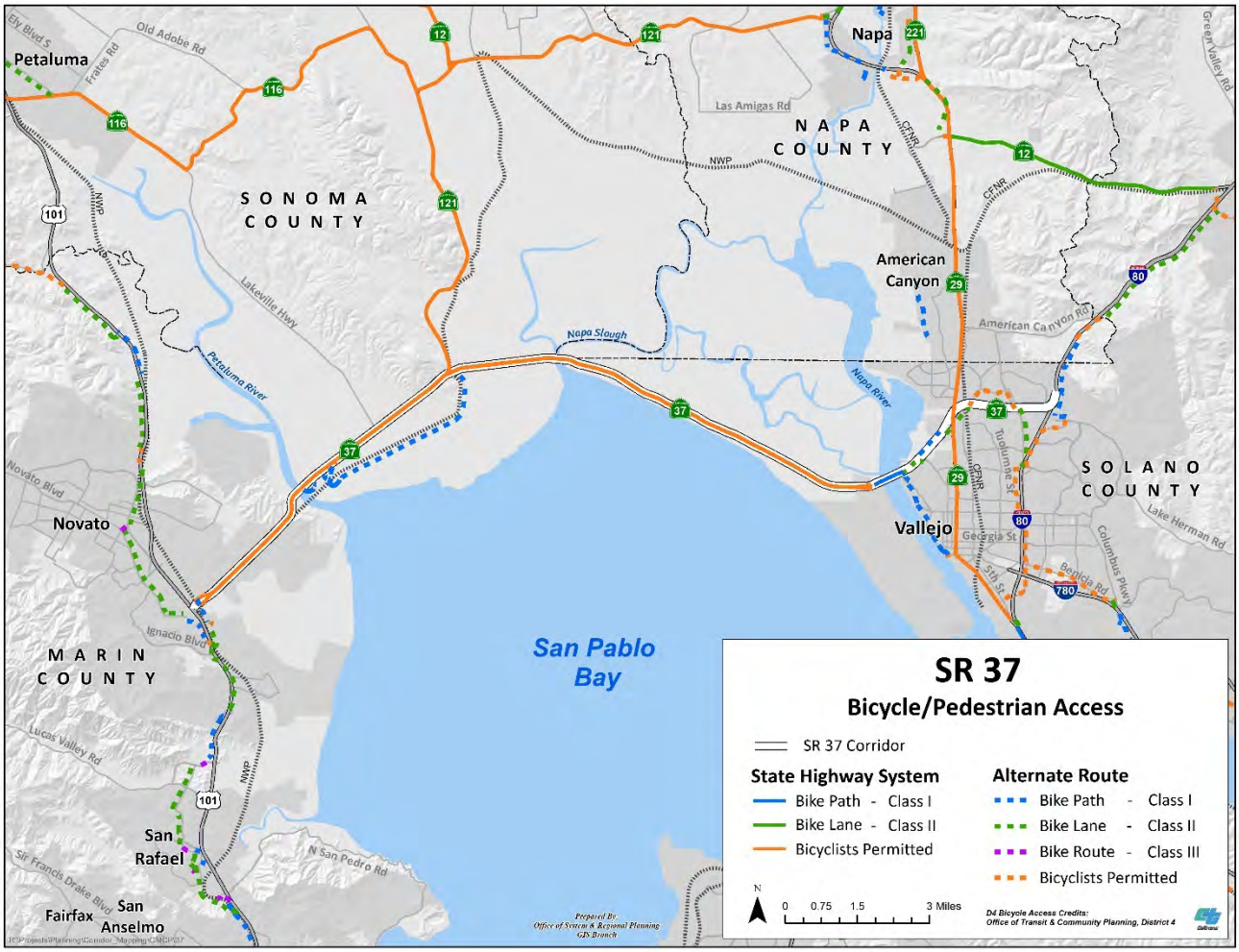
The Western and Middle Sections have no designated bike or pedestrian facilities except for small sections of the San Francisco Bay Trail that roughly parallel parts of the Corridor. Except for the two bridges in The Western Section (Novato Creek Bridge and Petaluma River Bridge), which have less than two-foot shoulder widths, there are continuous shoulders (> 4 feet) available for cycling or walking along the majority of these sections.

[38] https://storymaps.arcgis.com/stories/9a25b6f7dcf146328663b62660a0b6f9

However, high vehicle speeds of 60 plus mph make riding and walking stressful and unattractive. Figure 4-5 illustrates bicycle facilities in the vicinity of the SR 37 Corridor.

The Eastern Section is a freeway; bicyclists are permitted on the freeway shoulders between Mare Island and Wilson Avenue/Sacramento Street. Bicyclists and pedestrians may use the separated path on the eastbound side of the Napa River Bridge and then must exit the elevated structure at Wilson Street. There is a Class I path at ground level which parallels the freeway as far as SR 29. Turning south on Wilson Street instead, there is a Class I bike path and Class II bike lane for about 2/3 of a mile to the Vallejo Transit Center. The path then proceeds all the way to the Carquinez Bridge. The Napa Bridge crossing and the path leading south across the Carquinez Bridge are all part of the Bay Trail.

***Figure 4-5**. Bicycle Facilities in the Vicinity of the SR 37 Corridor*



Source: Caltrans, District 4, GIS and Technical Support Branch, 2021

Pedestrian and Bicycle Facility Needs and Projects

Caltrans has endorsed pedestrian and bicycle oriented design in various guidelines and standards such as Caltrans' Contextual Guidance for Bike Facilities[39] *and* Caltrans' Bikeway Facility Selection Guidance[40], the *Highway Design Manual*[41], the *Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010)*[42], and *National Association of City Transportation Officials Urban Bikeway Design and Urban Street Design Guides*.[43] The following strategies represent general best-practice that could be implemented along the SR 37 Corridor to ensure the safety of bicyclists and pedestrians and provide connections for multi-modal travel.[44] The combined bicycle and pedestrian project list is included in Chapter 7 Recommended Strategies.

- **Complete Streets Strategies**:
    - Reconstruct ramps to intersect crossroad at 90-degree angle with as small a radius as possible and install a stop or signal control.
    - Encourage slower vehicle speeds until past ramp entry through redesign.
    - Limit on-ramps to a single-entry lane, where feasible.
    - Provide single, rather than dual, right-turn only lanes, or minimize conflicts where dual right turn lanes are needed.
    - If a dual right-turn only lane is needed, channelize it and split into two separate movements.
    - Widen sidewalks and shoulders to standard widths, with in general the minimum being five feet and four feet, respectively.
    - Addition of queue jumps for priority vehicles (HOVs and buses).
    - Install transit stops/access where feasible.
- **Pedestrian-Specific Strategies:**
    - Locate crosswalks appropriately, considering speed, sight lines, and crossing distance.
    - Leading Pedestrian Interval.
    - Shorten crossing distance.
    - Install pedestrian warning signs, yield signs, pedestrian-actuated beacons, and high-visibility crosswalks where crossings are uncontrolled or yield-controlled.
    - Provide sidewalks on both sides of overcrossings and undercrossings, where feasible.
    - For ramp crossings, add pedestrian signals, coordinated with adjacent traffic signals.
    - Install accessible pedestrian signals.
    - Lighting at uncontrolled crossings, pedestrian scaled lighting.
    - Provide "no right-turn on red" signs where there are two right turn-lanes and a pedestrian crossing.
- **Bicycle-Specific Strategies:**

[39] https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/planning-contextual-guidance-memo-03-11-20-a11y.pdf,
[40] https://dot.ca.gov/-/media/dot-media/programs/design/documents/dod-bikeway-selection-memo_06302020_signed-a11y.pdf
[41] https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm
[42] https://nacto.org/docs/usdg/complete_intersections_caltrans.pdf
[43] https://nacto.org/2014/04/11/
[44] http://www.divergingdiamond.com/

- Provide context sensitive bicycle facilities, including those through interchanges.
- Ensure the quality of the bicycle facility is maintained or improved through the interchange.

4.5 Transportation Systems Management and Operations (TSMO):

Successful TSMO requires proactive integration of the transportation systems to efficiently move people and goods along highly congested urban corridors. Examples of TSMO strategies include, but are not limited to, ramp metering, traffic signal synchronization, Intelligent Transportation Systems/Traffic Operations Systems (ITS/TOS), and managed lanes. Efficiency can often be achieved by operational improvements through ITS deployments. These include four types of management for improving throughput:

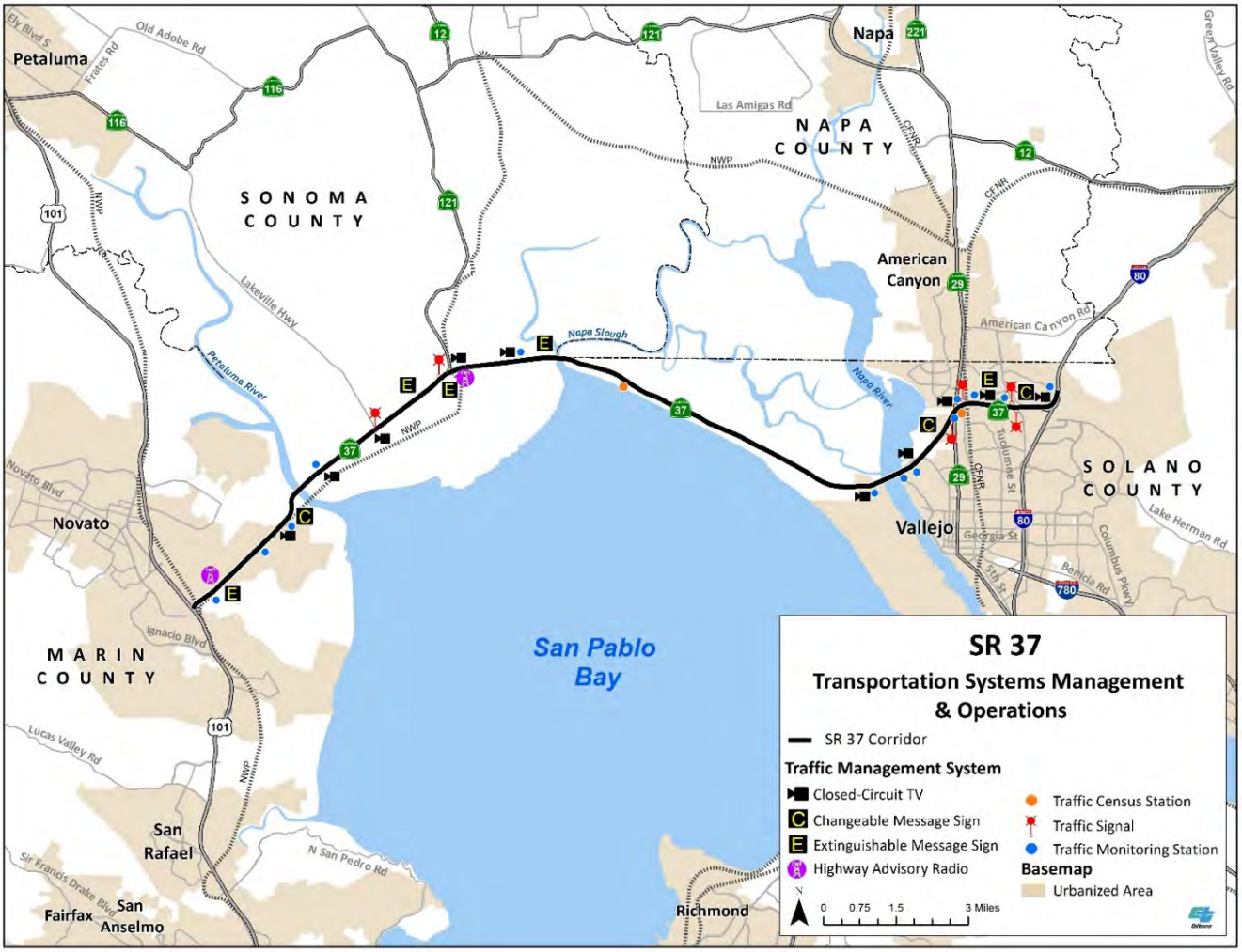
- System management for recurring localized congestion (ramp metering, managed lanes, traveler information, dynamic speed limits, traffic signals and transit priority, parking management system, automated vehicles).
- Incident management for non-recurrent congestion (detection-verification-response, closed-circuit television (CCTV), changeable message signs (CMS), highway advisory radio (HAR), weather detection, traveler information system).
- Event management for emergencies, disasters and other occurrences (through system monitoring, evacuation management, route selection).
- Asset Management for managing existing infrastructure and other assets to deliver an agreed standard of service. One of the first steps in the efficient management of the transportation system will be the completion and implementation of a Transportation Asset Management Plan.

As TSMO strategies are developed and implemented, additional ITS/TOS elements within the SR 37 Corridor are often required. *Caltrans Strategic Plan 2020-2024* includes a strategic imperative: “To the maximum extent feasible, align financial investments to deliver on State goals and Caltrans’ strategic outcomes while maintaining a fix-it-first approach and staying within existing funding frameworks” Operations and maintenance (O&M) resources are essential to achieve this fix-it-first goal. As more ITS/TOS elements are implemented, O&M resource needs will continue to grow. Figure 4-6 shows Traffic Management System element locations along SR 37.

Ramp Metering and Other ITS/TOS Elements

As required by Caltrans *Deputy Directive DD-35-R1 Ramp Metering*, each District that currently operates, or expects to operate ramp meters within the next ten years, shall prepare a District Ramp Metering Development Plan (RMDP). The RMDP contains a list of ramp metering locations currently in operation or planned for operation in the next ten years. The current 2017 RMDP does not include any planned ramp meters for SR 37.

***Figure 4-6**. SR 37 TMS Locations*



Source: Caltrans, District 4, GIS and Technical Support Branch, 2021

4.6 Broadband

California Governor's Executive Order S-23-06 Twenty-first Century Government established the California Broadband Task Force, consisting of Caltrans and other public and private stakeholders, to identify opportunities to facilitate broadband installation across the state.

In 2018, CTC's *Comprehensive Multimodal Corridor Plan Guidelines* identify the need to install conduit along certain California highways for future deployment of broadband fiber to service the needs and demands of a wide range of users. The California advanced Services and (CASF) funded 7 regional broadband consortia across the state to identify "Strategic Broadband Corridors" that should become part of future Caltrans planning in an effort to provide broadband services to areas currently without broadband access and to build out facilities in underserved areas. With Governor Newsom's approval of SB 156 Communications: Broadband in July 2021, a $6 billion multiyear investment was established to expand, enhance, operate, and maintain high-speed broadband internet infrastructure to unserved and underserved communities. Caltrans will work closely with the newly established Office of Broadband and Digital Literacy to construct a statewide open-access middle-mile broadband network.[45]

The North Bay/North Coast Consortium (NBNCC), which includes Marin, Napa and Sonoma counties, is among the areas proposed for strategic broadband. While the SR 37 Corridor is not specifically identified among the North Coast highways/freeways listed by the CASF, it is a key corridor relied upon by travelers residing in or traveling through those counties. See Figure 4-7 for a map of all the regional consortium priority strategic broadband corridors.

MTC's Regional Communication Strategic Investment Plan

Building on strategies to enhance the regional communications network, the 2013 Bay Area Regional Communications Plan factored in additional programs (Express Lanes, Integrated Corridor Management, Freeway Performance Initiative), and considered new priorities from local and regional stakeholders throughout the Bay Area. This Plan introduced a "Regional Communication Fiber Ring" around the San Francisco Bay, aimed to reduce lease-line recurring costs, upgrade existing infrastructure and share data among agencies.

The Bay Area Regional Communications Plan is being updated to create a Regional Communication Strategic Investment Plan. This plan will propose projects and create a roadmap for future investments. It will enable MTC, Caltrans, and other regional stakeholders to develop a regional communications network that can potentially support future broadband deployment in the Bay Area. The draft proposed "fiber ring" includes US 101, I-80 West, I-80 East, I-580, I-680, I-880 and other priority corridors.

Regional Communications Infrastructure

The existing regional communications infrastructure includes the following components:

- Seventeen Bay Loop Microwave sites owned and operated by the Bay Area Regional Interoperable Communications Systems Authority (BayRICS)
- BART fiber communications infrastructure along their right-of-way throughout the Bay Area. Caltrans has sixteen access points to BART fiber strands. San José, San Francisco, Oakland, and Dublin also have connections to BART fiber communications infrastructure.

[45] https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB156

Sub-Regional Communications Infrastructure

There is currently no sub-regional infrastructure within the SR 37 Corridor. In addition to the existing infrastructure, future transportation projects such as managed lane projects may also offer opportunities to help support broadband expansion. See Chapter 7 for future transportation projects within the Corridor.

***Figure 4-7**. Strategic Broadband Corridors*

Source: CTC CMCP Guidelines - California Regional Broadband Consortia – Recommended Strategic Broadband Corridors as of November 2018

4.7 Transportation Demand Management

Transportation demand management (also known as TDM) is a broad application of programs and strategies aimed at reducing travel demand or shifting the demand to other modes, routes, or times. Policy and program - driven projects include:

- Alternative mode travel incentives (Transit, Carpool, Vanpool, Bike)
- Carpool/vanpool incentives
- Subsidized transit passes
- Parking management programs
- Guaranteed ride home programs for commuters using alternative modes
- Alternative mode trip planning websites and applications

TDM can also include infrastructure and operational projects, including but not limited to managed lanes, bicycle parking, park-and-ride lots, and Complete Street treatments on local streets.

TDM Examples

Regionwide, efforts are being implemented in support of TDM initiatives, encouraging the use of alternative modes. These consist of:

- **The Bay Area Commuter Benefit Program**
    - Program which requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees, including a pre-tax benefit, employer subsidy, employer-provided transit, or an alternative benefit
    - MTC and Bay Area Air Quality Management District are leading the effort to ensure this program becomes permanent[46]
- **The 511 Rideshare Program**
    - Program supports travelers in the Bay Area by providing information and incentives for ridesharing, including pairing riders in static carpools and vanpools, and promoting a select group of qualifying private sector carpool matching smartphone applications
- **The State Route 37 Rideshare Pilot Program**
    - Program is being developed to test and promote trip reduction options, subsidize ridesharing and carpooling rides during peak commute hours along State Route 37 to reduce motor vehicle emissions, motor vehicle trips, and vehicle-miles travelled through the use of ride share software integration in the North Bay. The program, led by Solano Transportation Authority and funded through the Bay Area Air Quality Management District, is in collaboration with the Transportation Authority of Marin, Napa Valley Transportation Authority, and the Sonoma County Transportation Authority.

[46] This was made permanent in 2016 through SB 1128 in response to SB 1339.

4.8 Freight Facilities

Goods movement is a vital component of the SR 37 Corridor. SR 37 is an important truck corridor and provides a critical connection between US 101 and I-80. SR 37 provides access from the Central Valley to Marin and Sonoma Counties and also accommodates commercial traffic that supports the wine and hospitality industries in Napa and Sonoma Counties. Truck traffic is the highest in Vallejo where SR 37 intersects with SR 29 and I-80. Figure 4-8 displays the current freight facilities along SR 37.

SR 37 is a STAA Terminal Access Route with just one mini-site weigh station in the Western Section. The large truck volumes degrade road surfaces at a much higher rate than smaller vehicles. As a result, the Western and Middle Sections require frequent repair due to degradation caused by berm settling and earth compaction. Table 4-1 shows truck volumes along the SR 37 Corridor. According to Caltrans and California Highway Patrol – Inventory of Needs Commercial Vehicle Enforcement Facility Report (March 2019), "Highway pavement or structure life depends upon the weight and frequency of truck traffic. Heavy trucks cause far greater impact on pavement and bridges compared to passenger cars. To illustrate the difference between cars and trucks, a road test sponsored by the American Association of State Highway and Transportation Officials (AASHTO) established that it takes the passage of approximately 9,600 cars to equal the pavement damage caused by one legal truck weighing 80,000 pounds. Recent studies on pavement damage indicate that a ten percent overload increases the pavement damage by as much as 40 percent. It is imperative to monitor overweight truck traffic to preserve and extend pavement life.[47]

There is an active publicly owned short-line freight railroad transportation facility that parallels SR 37 from US 101 to SR 121 and then heads north to Schellville. The Northwestern Pacific Railroad Company currently delivers to multiple customers on SMART's alignment. SMART has storage customers at Schellville, with around 150 car spots handled on an ongoing basis. Trains to and from the US 101 Corridor are currently moved twice weekly. With the assumption of freight rail services by SMART, described below, a freight rail business expansion planning exercise has begun.

On February 2, 2021, SMART filed a Verified Notice of Exemption before the Surface Transportation Board to acquire the right-of-way and freight rail operating easement from North Coast Railroad Authority (NCRA) – from the Mendocino/Sonoma County line (at MP 89) to the freight interchange junction in Napa (The Line).

On June 11, 2021, the Surface Transportation Board reviewed and approved Northwestern Pacific Railroad Company's petition for discontinuance and exemption, this decision allows Northwestern Pacific Railroad Company to discontinue service over rail line in Marin, Napa, and Sonoma Counties, and began the SMART assumption of freight operations and common carrier duties over the rail line.

[47] https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/f0017786-2019-ion-draft-a11y.pdf

Table 4.1: *SR 37 2019 Annual Average Daily Traffic (AADT) -Truck Volumes*

Section	County	Description	Vehicle AADT	Truck		Trucks: Axle Count				Trucks: Axle Count %			
				AADT #	AADT %	2	3	4	5+	2	3	4	5+
Western	MRN	Novato, Jct. Rte. 101	31900	1174	3.68	423	115	44	591	36.05	9.83	3.78	50.34
Western	MRN	Petaluma Creek	33800	1254	3.71	584	99	40	531	46.55	7.90	3.19	42.37
Middle	SON	Jct. Rte. 121 North	33800	2183	6.46	399	95	49	1640	18.30	4.35	2.24	75.11
Middle	SOL	Walnut Avenue	35800	4493	12.55	1601	360	159	2372	35.64	8.02	3.54	52.80
Eastern	SOL	Jct. Rte. 80	48300	2830	5.86	541	190	64	2035	19.12	6.70	2.27	71.91

Source: Caltrans Traffic Census, 2019

Figure 4-8. *Freight Facilities Along the SR 37 Corridor*

Source: Caltrans, District 4, GIS and Technical Support Branch, 2021

Chapter 5: Highway Performance

Highway performance analysis of both existing conditions and projected future conditions was derived from the draft *Traffic Operations Analysis Report (TOAR) for Highway 37 Sears Point to Mare Island Improvement Project* (2021). Although the Highway 37 Sears Point to Mare Island Improvement Project (SR 121 to Mare Island) does not encompass the entire SR 37 Corridor, the traffic study area in the draft TOAR includes the majority of SR 37 and several intersections. The study limits are from the SR 29 Interchange in Vallejo to the US 101 Interchange in Novato. The study mainline sections and intersections are shown in Figure 5-1 and identified below.

- **Western Section**, between the US 101 Interchange and the SR 121 Intersection – SR 37 contains two General Purpose (GP) lanes in both directions.
- **Middle Section**, between the SR 121 Intersection and the Mare Island Interchange – SR 37 contains one GP lane in both directions.
- **Eastern Section**, between the Mare Island Interchange and the SR 29 Interchange – SR 37 contains two GP lanes in both directions.

Intersections

1. SR 37 and Lakeville Hwy (Signal)
2. SR 37 and SR 121 (Signal)
3. SR 37 and Noble Road (Two-Way Stop Control)
4. SR 37 and Skaggs Island Road (Two-Way Stop Control)
5. SR 37 Westbound Ramps and Walnut Ave/ Main Gate (Two-Way Stop Control)
6. SR 37 Eastbound Ramps and Walnut Ave/ Main Gate (Two-Way Stop Control)

Although developed but not approved yet, the draft TOAR was utilized to provide information on existing and future traffic volumes, known bottlenecks, and measures of corridor performance based on current and future conditions. Where data was not available in the draft TOAR, Caltrans Traffic Census was utilized to fill the gaps to provide a general assessment of freeway performance and to complement existing study information.

***Figure 5-1**. – Traffic Study Mainline Sections and Intersections Along the SR 37 Corridor*

Source: Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR

5.1 Existing Conditions

AADT and Traffic Volumes

The traffic volumes dataset was derived from the draft Highway 37 Sears Point to Mare Island Improvement Project TOAR and the Caltrans Traffic Census. Traffic volumes for the peak periods along the highway mainlines, ramps and intersections were collected for three weekdays in 2019 (Tuesday October 8, Wednesday October 9, and Thursday October 10). The draft TOAR defined the AM peak period as 5:00 a.m. to 11:00 a.m. and PM peak period as 2:00 p.m. to 9:00 p.m., Monday through Friday.

Traffic volumes for the westbound (WB) AM peak period across all three sections of the SR 37 Corridor varied from 7,376 to 11,050 vehicles. In the eastbound (EB) direction during the PM peak period, volumes varied from 8,095 to 16,501 vehicles across the corridor sections. Table 5-1 summarizes AADT and peak period traffic volumes.

***Table 5-1**. 2019 SR 37 AADT and Peak Period Volumes Along the SR 37 Corridor*

Section	WESTERN		MIDDLE		EASTERN	
2019 AADT	33,800		35,800		36,700	
2019	EB	WB	EB	WB	EB	WB
AM PeakPeriod	3,964	8,903	5,205	7,376	10,244	11,050
PM PeakPeriod	9,051	5,289	8,095	5,620	16,501	13,045

Source: 2019 AADT – Caltrans Traffic Census, Peak Period Volumes -Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR

Truck Volumes and Percentages

Truck percentage data for SR 37 within the study area were extracted from the 2019 Vehicle Classification Counts collected in 2019 for the Highway 37 Sears Point to Mare Island Improvement Project. The data represent the number of trucks as a percentage of the vehicle composition for certain locations. Table 5-2 and Table 5-3 summarize the truck volumes and percentages for AM and PM peak period, respectively.

***Table 5-2.** Existing Truck Volumes and Percentages – AM Peak*

LOCATION	DATE	AM PEAK PERIOD[1]			AM PEAK HOUR[2]		
		Total Volume	Truck Volume	Truck %	Total Volume	Truck Volume	Truck %
Western Section – East of Atherton Avenue							
Eastbound	10/08/2019	3,906	157	4%	828	46	6%
Westbound	10/08/2019	9,454	196	2%	1,412	42	3%
Middle Section – East of Skaggs Island Road							
Eastbound	10/08/2019	5,205	507	10%	948	118	12%
Westbound	10/08/2019	7,376	478	6%	1,164	105	9%

Source: Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR

Volume shown for trucks is for 3 axle or more

1. *AM peak period defined as 5:00 to 11:00 AM.*
2. *EB and WB Peak hour varies by direction; hour with the highest Truck% is shown.*

***Table 5-3.** Existing Truck Volumes and Percentages – PM Peak*

LOCATION	DATE	PM PEAK PERIOD[1]			PM PEAK HOUR[2]		
		Total Volume	Truck Volume	Truck %	Total Volume	Truck Volume	Truck %
Western Section – East of Atherton Avenue							
Eastbound	10/08/2019	9,046	141	2%	1,643	52	3%
Westbound	10/08/2019	5,201	90	2%	883	20	2%
Middle Section – East of Skaggs Island Road							
Eastbound	10/08/2019	8,095	221	3%	1,204	62	5%
Westbound	10/08/2019	5,620	228	4%	1,016	46	5%

Source: Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR

Volume shown for trucks is for 3 axle or more

1. PM peak period defined as 2:00 to 9:00 PM.
2. EB and WB Peak hour varies by direction; hour with the highest Truck% is shown.

Vehicle Occupancy

High Occupancy Vehicle (HOV) volumes were extracted from the 2019 Vehicle Occupancy Data, collected manually in 2019 for the Highway 37 Sears Point to Mare Island Improvement Project at Noble Road for both eastbound and westbound in the Middle Section. The HOV percentage represents the proportion of HOV vehicles over the total vehicles traveling in the lanes. Table 5-4 and Table 5-5 summarize the HOV volumes and percentages for AM and PM peak period, respectively.

***Table 5-4**. Existing HOV Volumes and Percentages – AM Peak*

LOCATION	DATE	AM PEAK PERIOD[1]			AM PEAK HOUR[2]		
		Total Volume	HOV Volume	HOV %	Total Volume	HOV Volume	HOV %
Middle Section – at Noble Road							
Eastbound	10/08/2019	5,250	1,002	19%	1,118	220	20%
Westbound	10/08/2019	7,362	942	13%	1,264	287	23%

Source: Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR:
1. AM peak period defined as 5:00 to 11:00 AM
2. EB and WB Peak hour varies by direction; hour with the highest HOV 2+ % is shown.

***Table 5-5**. Existing HOV Volumes and Percentages – PM Peak*

LOCATION	DATE	PM PEAK PERIOD[1]			PM PEAK HOUR[2]		
		Total Volume	HOV Volume	HOV %	Total Volume	HOV Volume	HOV %
Middle Section – at Noble Road							
Eastbound	10/08/2019	8,090	1,376	17%	1,245	292	23%
Westbound	10/08/2019	5,608	774	14%	1,045	185	18%

Source: *Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR:*
1. PM peak period defined as 2:00 to 9:00 PM.
2. EB and WB Peak hour varies by direction; hour with the highest HOV 2+ % is shown.

Based on the occupancy data collected, there is substantial use of the Corridor by HOVs, 13 percent in the westbound direction during the AM peak period direction and 17 percent in eastbound direction during the PM peak period. HOVs are also a considerable percentage of the Corridor volumes during the peak hour, 23 percent in the AM in the westbound direction and 23 percent in the PM in the eastbound direction.

Congestion and Bottlenecks

In addition to the geometry and traffic volume data, a combination of travel time tach run data (INRIX and AECOM Floating Car Runs) and field observations conducted in 2019 were used to identify existing bottleneck locations and congestion patterns along SR 37 within the Highway 37 Sears Point to Mare Island Improvement Project traffic study area. The primary source used for this effort was the AECOM Floating Car Runs data as it also provided travel time data that may be used in the model calibration process. In general, the bottleneck locations were consistent; but the queue lengths and durations varied between the sources.

AM Peak Period Conditions

During the AM peak period, the following were observed along the SR 37 Corridor:

Eastbound AM:

- No major congestion in the eastbound direction during the AM peak period, other than minor slowdowns caused by the traffic signals at Lakeville Road and SR 121 and at the lane drop just east of SR 121.

Westbound AM:

- Merge area at the lane drop, west of Mare Island Interchange – This was a major bottleneck caused by mainline demand volumes exceeding the available roadway capacity. The queue from this bottleneck formed around 5:00 AM and dissipated around 10:00 AM. The queue extended to the Wilson Avenue interchange in the peak hour. This bottleneck also caused the on-ramp queue from Railroad Avenue at Mare Island Interchange to back up onto the city streets, approximately 500 feet beyond the Q Street/ Railroad Avenue Intersection during the peak hour.
- WB SR 37 / SB US 101 Connector – The bottleneck was caused by the US 101 SB mainline congestion. The queue from this bottleneck formed around 6:30 AM and dissipated around 9:30 AM. The queue extended up to the mainline portion between the US 101 northbound (NB) off-ramp and US 101 NB on-ramp.

PM Peak Period Conditions

During the PM peak period, the following were observed along the SR 37 Corridor:

Eastbound PM

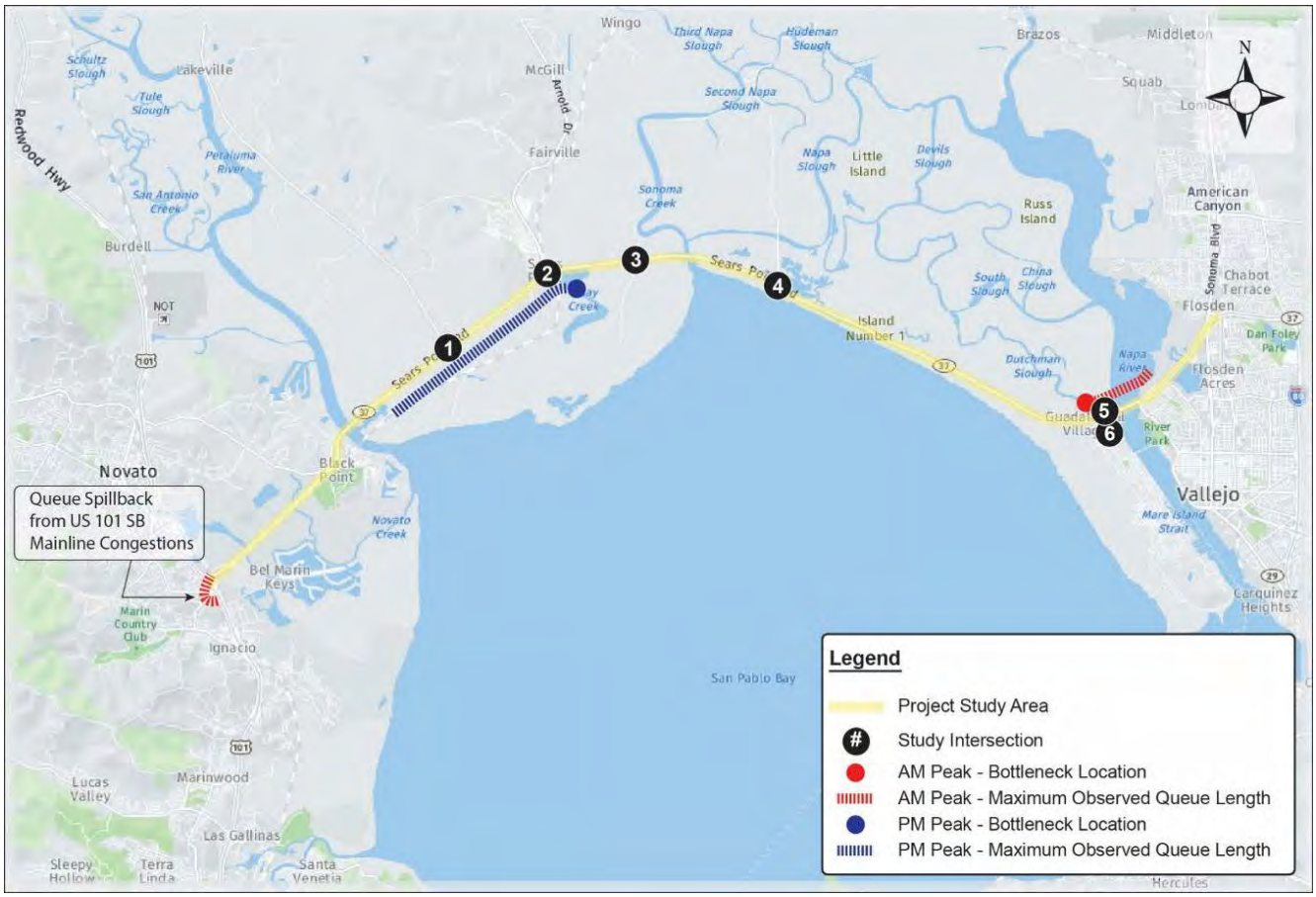
- Merge area at the lane drop, east of SR 121 Intersection – This was a major bottleneck caused by mainline demand volumes exceeding the capacity. The queue from this bottleneck formed around 2:00 PM and dissipated around 8:00 PM. The queue extended to approximately 0.5 mile beyond SR 37/Railroad Avenue Intersection, east of Petaluma River in the peak hour.

Westbound PM

- No major congestion in the westbound direction during the PM peak period, other than minor slowdowns caused by the traffic signals at Lakeville Road and at SR 121.

Existing bottleneck locations and queue length for both eastbound and westbound are shown in Figure 5-2 for both AM and PM peak hours.

Figure 5-2. *Existing Bottleneck Location and Queue Length Along the SR 37 Corridor*



Source: Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR

Existing Condition Analysis Results

During the AM peak period, westbound is the peak direction. The westbound SR 37 bottleneck starts at the Mare Island lane drop and the queue extends to Wilson Avenue interchange during the AM peak hours. The maximum flow from this bottleneck is approximately 1,250 vehicles per hour. The maximum travel time between SR 29 and southbound US 101 is 50 minutes as observed during the 6-7 AM hour, and the minimum travel time is 25 minutes as observed during the 10-11 AM hour. The intersection of SR 37 WB Ramps/ Walnut Avenue operates at Level of Service (LOS) E/F during the 5-8 AM hours and the intersection of SR 37 EB Ramps/ Walnut Avenue operates at LOS E/F during the 6-8 AM hours because the demand exceeds capacity of SR 37.

During the PM peak period, eastbound is the peak direction. The eastbound bottleneck starts at the lane drop east of the SR 121 Intersection and the queue extends to Railroad Avenue. The maximum flow from this bottleneck is approximately 1,250 vehicles per hour. The maximum travel time between northbound US 101 and SR 29 is 68 minutes as observed during the 4-5 PM hour, and the minimum travel time is 22 minutes as observed during the 8-9 PM hour. The intersection of SR 37/SR 121 operates at LOS F during 2-8 PM hours and the intersection of SR37/ Lakeville Hwy operates at LOS E/F during 3-7 PM hours; the queue from the bottleneck east of the SR 121 Intersection extends to Lakeville Hwy Intersection during the 3-7 PM hours.

Level of Service Descriptions:

- LOS E represents unstable flow at or near capacity levels with poor levels of comfort and convenience.
- LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

5.2 Future Operating Conditions and Alternatives

The intent of this section is to provide an overview of future freeway performance and summarize future conditions of the SR 37 Corridor. The future forecast volumes for the traffic study area were developed using the MTC's Travel Model One (TM1). The traffic analysis examines long-term conditions in 2045, based on performance outputs from TM1.

Findings for future conditions analysis includes an evaluation of the benefits of the planned Highway 37 Sears Point to Mare Island Improvement Project which includes a No-Build and three Build Alternatives:

- **Alternative 1** – 3-lane Facility; HOV lane operation during peak hours in the peak direction only
- **Alternative 2** – Part-time Shoulder Use HOV lane operation during peak hours in the peak direction only
- **Alternative 3** – A 4lane Facility
    - Scenario 1 HOV Lane is on the right side
    - Scenario 2 HOV Lane is on the left side
    - Scenario 3 The eastbound HOV Lane is on the left side and begins west of the SR 121 Intersection.

Traffic Volumes

Table 5-6 provides Year 2045 average daily peak period traffic volumes and the percent change from 2019 average daily peak period traffic.

The original peak periods in the MTC model are 6 a.m. to 10 a.m. for the AM Peak Period and 3 p.m. to 7 p.m. for the PM Peak Period. However, the time-of-day process, including trip table calculation and highway assignment, in the MTC model were modified to generate AM peak period forecasts from 5 a.m. to 11 a.m. and PM peak period forecasts from 2 p.m. to 9 p.m. to be consistent with the microsimulation modeling time periods.

***Table 5-6**. 2045 SR 37 Corridor Average Daily Peak Period Traffic*

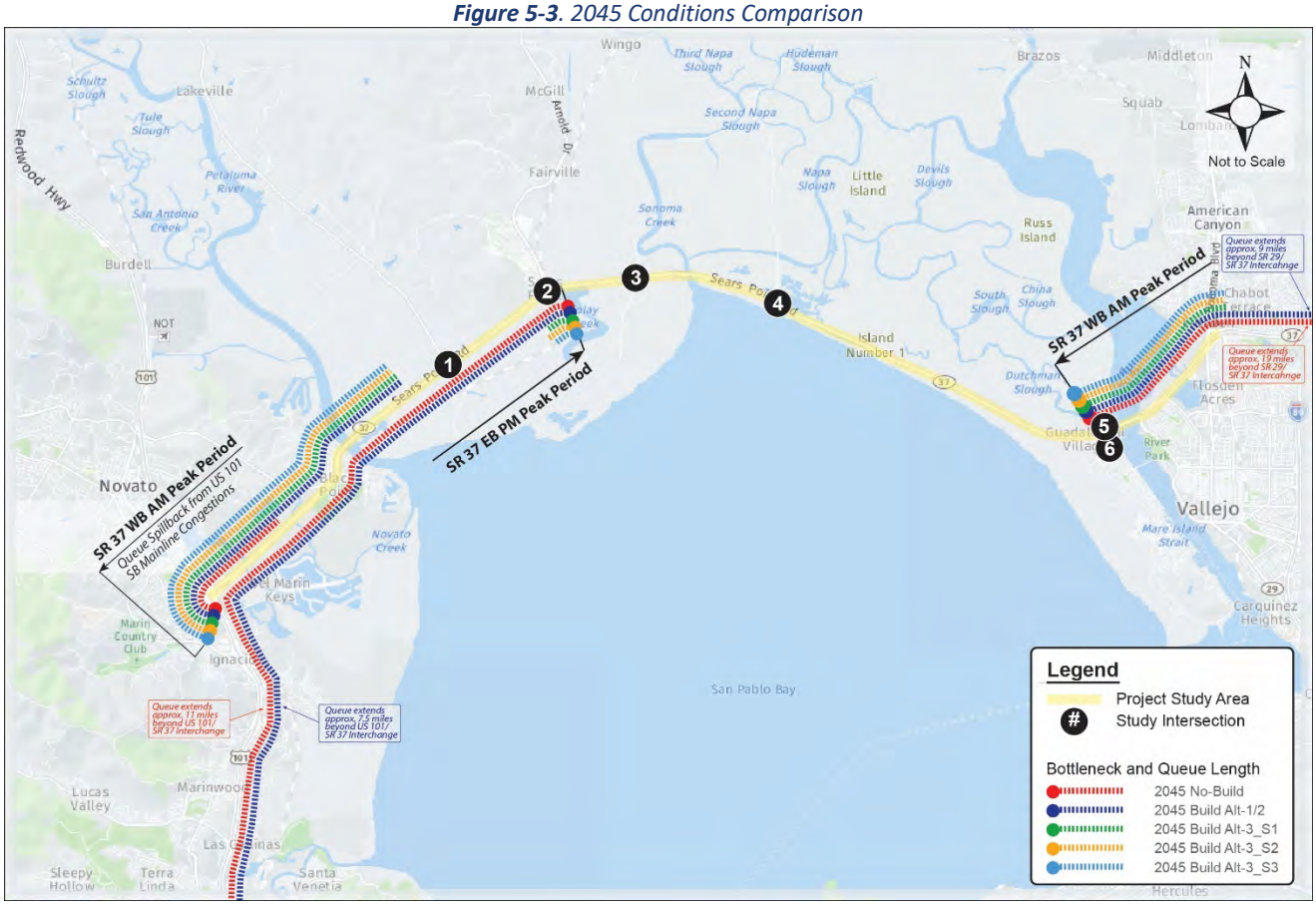
Section	Western		Middle		Eastern	
2045	EB	WB	EB	WB	EB	WB
AM PeakPeriod	4,763	10,793	6,208	9,322	12,182	14,798
Percent Change From 2019	+20.2%	+21.2	+19.3%	+26.4%	+18.9%	+33.9%
PM PeakPeriod	10,848	5,635	9,783	7,359	20,828	14,386
Percent Change From 2019	+19.9%	+6.5%	+20.9%	+30.9%	+26.2%	+10.2%

Source: Draft Highway 37 Sears Point to Mare Island Improvement Project TOAR

Corridor Conditions

Figure 5-3 provides a comparison of corridor conditions in 2045 both with and without the Highway 37 Sears Point to Mare Island Improvement Project and planned network improvements.

***Figure 5-3**. 2045 Conditions Comparison*



Source: MTC, 2021

As shown in Figure 5-3, the build alternatives would improve the overall traffic congestion and queuing on SR 37 in both the eastbound and the westbound directions. In the westbound direction during AM peak period, as the build alternatives improve the throughput traveling towards US 101, it is anticipated that the queue spill back from the bottleneck at the SR 37 westbound connector to US 101 southbound will be longer with the build alternatives due to the capacity constraint at the freeway merge. As this freeway merge constrains or meters traffic getting onto US 101, the freeway operations on US 101 southbound is not anticipated to worsen during the AM peak period.

Measure of Effectiveness (MOE)

Several MOEs provided by the forecast and operations model were extracted to assist in evaluating potential project benefits and environmental impacts. The performance measures were extracted for the Western, Middle and Eastern Sections along SR 37. Performance measures include areawide vehicle miles traveled (VMT), vehicle-hours traveled (VHT), vehicle-hours of delay (VHD), and corridor peak period travel times for Year 2045 for No Project and Project Alternatives.

Table 5-7 provides the MOEs summary and comparison between the No-Project and Project Alternatives.

***Table 5-7**. 2045 Conditions - Network MOE from Draft TOAR*

	VMT	VHT	VHD	SR 37 Corridor Travel Times			
				AM Peak Direction - Westbound (Min)		PM Peak Direction - Eastbound (Min)	
	24-Hour Period			SOV	HOV	SOV	HOV
No-Project	181,480,934	14,330,313	10,411,762	274	274	323	323
Project Alt-1/2	181,512,664	14,326,857	10,400,827	137	97	156	149
Project Alt-3	181,528,926	14,326,880	10,395,826	101	95	67	54

Implementation of tolling on SR 37 between SR 121 and Mare Island is also proposed as part of the Highway 37 Sears Point to Mare Island Improvement Project, contingent on legislative approval. With the implementation of tolling, the forecast model projected that the VMT for this project would be less than No Project conditions, so the project would effectively reduce regional VMT.

Summary of 2045 Conditions

Overall, planned and programmed improvement projects along the SR 37 Corridor will produce significant benefits. These benefits include increases in corridor efficiency, safety, capacity, reliability, and climate change resiliency.

Further discussion on recommended strategies, projects and benefits, aligned with previously established corridor goals and objectives are provided in Chapter 7.

Chapter 6: Public Engagement

6.1 SR 37 CMCP Engagement

Over the course of the CMCP development, two other parallel planning efforts have been underway to develop and refine long-range alternatives for SR 37. These include the SR 37 Ultimate Resilient Sea Level Rise US 101 to SR 121 Design Alternative Assessment (DAA) lead by MTC and the corridor-wide Planning and Environmental Linkage (PEL) study supported by Caltrans, in cooperation with MTC and the four County Transportation Agencies. To reduce confusion and align messages, all three efforts jointly sought public input through the following means:

1. Virtual public meetings
2. Public Notifications
3. Project information via
    a. Websites: Resilient37.org
    b. Social Media: SR37 on Facebook[48] and Twitter[49]
4. Questionnaire
5. Interactive Map
6. Soliciting written input via: StateRoute37@dot.ca.gov
7. Public Information Line for verbal comments: 510-286-1204
8. Providing language translations of all materials

Virtual Public Meetings

Two public meetings were held in Spring of 2021; a 'Town Hall Meeting' hosted by State Senator McGuire and Senator Dobbs on April 15, 2021, and a PEL-focused Public Meeting held May 26th, 2021. Presenters at both public meetings described the collective planning efforts and included requests to seek input on long-range plan objectives and prioritization.

Attendees accessed the virtual public meetings was via Zoom© meeting platform, but persons could also access the meeting via YouTube and Facebook for streaming options on personal computers. Also, both meetings were recorded so that persons could view at later time. During the townhall meeting, attendees were able to email comments, questions and inquiries in advance as well as throughout the meetings. The Townhall meeting continues to be available via the YouTube Link[50] below. Further details about these meetings and input received are available in the Public Engagement Summary provided in Appendix B of this document.

Notifications

Public notifications were sent throughout the SR 37 Corridor, four adjoining counties and beyond. One week before each public meeting, an email containing the meeting flyers and meetings details were sent to the distribution lists for the four Northern County Transportation Authorities, MTC and Caltrans. Additionally, the County Transportation Authorities encouraged the local cities to distribute the announcements to their citizenry. The Sonoma County Transportation Authority (SCTA) posted these announcements on their website and as well as their SR 37 Project Facebook page and twitter account pages. Finally, in advance of the second

[48] https://www.facebook.com/route37
[49] https://twitter.com/CARoute37
[50] https://youtu.be/wZ1IPmamOWA

public meeting, Caltrans was granted approval to post an announcement on the Sears Point Raceway Electronic Messaging Sign to solicit input from commuters via the questionnaire and provide a web link to the Project website. Figure 6-1 below displays a posting of the outreach.

Figure 6-1. Posting of the Project on the Sears Point Raceway Electronic Messaging Sign

Website/ Access to Project Information

Caltrans and SCTA each host a website dedicated to SR 37 Corridor projects and planning processes. Other social media outlets, such as Facebook (CA Route 37 | Facebook) and twitter accounts provide updates and announcements, but the Caltrans SR Resilient website[51] and the SCTA SR Resilient37 website[52] offer access to more variety of information and interactive features. The websites are a central location to post project information, announcements, schedule and progress milestones and how persons can get informed, attend new or revisit past public meetings, and provide input. These websites offer linkages to each other and contain some overlapping information. The resilient37.org website is a hub to introduce the public to the SR 37 long-range planning efforts with key information, such as factsheets for the CMCP, PEL and DAA efforts, videos, announcements, FAQs, contact information, and a questionnaire. Resilient37.org also links to the Caltrans website for further information on current and near-term projects, past meeting packets, an interactive map, the various past studies done for SR 37, and the PEL. All website materials are attached to the Public Engagement Summary in Appendix B of this document. The website offers links to two powerful tools for

[51] https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects
[52] https://scta.ca.gov/resilient37/

gathering input: the questionnaire and an interactive map where persons can post geographic-specific comments. Both of which are explained below.

Questionnaire

To assist in managing the collection of public input, the team developed a questionnaire to gather:

- information about those interested in SR 37
- information about persons experience on SR 37,
- an understanding for the public interest in particular projects and features of SR 37,
- understanding for public's prioritization of projects, and
- insights on a range of alternative and evaluation of the long-term solutions.

The questionnaire contains a total of 23 questions, 19 of which provide an opportunity for persons to write-in or elaborate on their responses. The results provide both a quantitative and qualitative understanding for respondents' interests, concerns and suggestions. The questionnaire was open for public input from April 12th, 2021 through June 11th. The questionnaire corresponds to the period over which the two spring public meetings were held. A total of 469 respondents filled out the questionnaire. None of the respondents used the Spanish or Tagalog translated versions to provide responses. The quantitative and qualitative results received from this questionnaire are available in the Public Engagement Summary found in Appendix B of this document.

SR 37 Interactive Web Map

The SR 37 Corridor spans 21 miles and numerous geographies with varying issues. Travelers do not necessarily use the entire Corridor and may only be interested in what happens to a portion of the Corridor. An interactive web map (see figure 6-2 below) is available via the websites listed above for persons to insert a comment directly on the map where specific concerns may apply. The interactive map allows persons to turn on different layers of data, such as the boundary where the projected floodplain may reach in 2100, sensitive habitat information and land use data. These are only examples; many other layers are available. On June 17, 2021, a total of 22 comments were collected via the interactive map; 10 suggested route alignments to consider and 12 additional roadway improvements suggestions. Figure 6-2 provides, an example view of the SR 37 Interactive Web Map and Commenting tool.

Figure 6-2. *Example view of the SR 37 Interactive Web Map and Commenting tool*

Written and Verbal Comments

During the virtual public meetings, meeting attendees provided questions and comments via email. No other substantive comments have been submitted via email at the time of this report. Approximately 30 persons sent in emails during the Townhall meeting. These comments help lead the discussion and topics addressed by Senator McGuire, Senator Dodd, and representatives from the four northern Counties and Caltrans. Key subjects of discussion involved congestion relief, sensitivity for the natural wetland environment, threats of future flood waters overtopping SR 37, desire for rail transit within the Corridor, understanding of the housing-job imbalance between Solano and Marin Counties and the need for equitable solutions, and funding constraints. A recurring theme throughout the discussion was to accelerate project solutions.

During the May 26 public meeting, 37 comments were submitted from 15 different commenters. Issues raised include maintaining access to adjacent uses and lands, options for the Bay Trail, excessive traffic affecting American Canyon, ferry service concepts, consideration for income-based tolling and how the project could be funded, how transit could be integrated to reduce overall vehicle miles traveled, and the alternative may affect other parts of the San Francisco Bay depending on how the project accommodates projected sea level rise. A few commenters debated the virtues and possibilities of rail as alternative or not, and how it might be funded. Question on the purpose and need included how will it be written to address reduction of VMT, and why is the purpose and need only on the existing highway rather than all transportation modes?

Targeted Outreach to Disadvantaged Residents

There are low-income communities that rely on SR 37 who cannot afford to live close to the jobs due to lack of affordable housing. The demographic survey recorded in Section 3.4 of this CMCP notes that there is a high proportion of residents for whom English is a second language, most significantly in the Solano County portion of the Corridor. In efforts to be inclusive and gather a wide variety of input from all users, local communities were requested to send out announcements to local social programs. In addition, publicly distributed materials were translated (or web-based materials were hosted on platforms that included the option to toggle between) English, Spanish and Tagalog to enhance accessibility to information. This included the website, the email and flyer announcements, and the questionnaire. Additionally, meeting invitations included the offer to have a translator present at the public meetings. No requests were made for this service.

The following outreach channels were used to promote the public engagement:

- TAM, SCTA, NVTA, and STA websites
- TAM, SCTA, NVTA, and STA commissions' mailing lists
- SR 37 Facebook page
- Caltrans SR 37 website
- E-blasts to the SR 37 mailing list and TAM, SCTA, NVTA, and STA distribution lists
- Targeted communications with local Cities to send notices out to their distribution lists

6.2 SR 37 Past Corridor Engagement

In 2017 and 2018, Caltrans, MTC, and the transportation agencies TAM, SCTA, NCTA and STA jointly conducted a series of public outreach and engagement events as described below. A more detailed summary of input provided by the public can be found in Appendix B of this document.

SR 37 Open House, Survey and Focus Group Summary

Open House[53]

Four open houses were conducted between September 20th and October 2nd, 2017 to inform the public about the SR 37 Improvement Plan. The attendance at the open houses ranged from approximately 30 to 100 members of the public. Staff and management from Caltrans, MTC and the four transportations authorities were in attendance, as well as elected officials from the local counties and cities. Table 6-1 lists the Open House Event Details including location, date and attendees present.

[53] https://scta.ca.gov/wp-content/uploads/2018/09/1-SR-37-Open-House-Summary-FINAL.pdf

Open House Objectives:

- Inform residents about the status of efforts to reduce traffic congestion and respond to climate change on SR 37;
- Highlight key takeaways from studies conducted to date, including high level results from the affordability analysis;
- Provide an opportunity for participants to share their issues and concerns regarding the corridor; and
- Inform residents about upcoming opportunities to receive information and provide input.

Table 6-1. *SR 37 Outreach - Open House Event Details*

City	Date	Location	Attendees (sign-ins)	Comment Cards	Elected officials present
Novato	Sept 20, 2018 6pm-8pm	The Key Room	26	7	• Damon Connolly, District 1 Supervisor, Marin County
American Canyon	Sept 27, 2018 6pm-8pm	American Canyon Council Chambers	20	5	• Leon Garcia, Mayor of American Canyon
Sonoma	Sept 28, 2018 6pm-8pm	Sonoma Veterans Memorial Building	29	7	• David Rabbitt, District 2 Supervisor, Sonoma County • Susan Gorin, District 1 Supervisor, Sonoma County • Jake Mackenzie, Mayor of Rohnert Park
Vallejo	Oct 2 6pm-8pm, 2018	Vallejo Naval and Historical Museum	72	24	• Bob Sampayan, Mayor of Vallejo

Source: Caltrans, 2018

Survey Outreach[54]

The Outreach Team conducted a robust outreach effort to publicize the on-line survey including email blasts, social media and outreach to key partners including local cities, chambers of commerce, neighborhood associations, community-based organizations, and other established civic groups. An online survey to collect input from a broad diversity of SR 37 users was conducted. The objective of the survey was to better understand the travel patterns of SR 37 users and to collect feedback about users' major concerns and their priorities for improvements along the highway. The survey was open to the public between December 1, 2017 and January 16, 2018 and over 3750 responses were collected.

[54] https://scta.ca.gov/wp-content/uploads/2018/10/2-SR-37-Survey-Summary-FINAL.pdf

Outreach channels used to promote the survey:

- TAM, SCTA, NVTA, and STA websites
- TAM, SCTA, NVTA, and STA commissions' mailing lists;
- SR 37 Facebook page;
- Caltrans Facebook and Twitter pages
- Caltrans website;
- E-blasts to the SR 37 mailing list;
- Communications via Twitter and Facebook; and
- Targeted communications with local media outlets

Focus Groups[55]

Six focus groups were convened and conducted with the purpose of collecting detailed input from area residents who travel the Corridor regularly. The focus group recruitment strategy was designed to reach a variety of travelers from each of the four counties and low-income and minority populations. Feedback received through the focus groups worked to supplement the input collected through the online survey, providing a deeper understanding of the habits and concerns of SR37 commuters. Table 6-2 displays the Focus Group schedule.

Focus group objectives:

- Gain a better understanding of travel patterns on SR 37 from daily commuters in the four-county area;
- Identify specific locations on the route where travelers have key issues and concerns;
- Identify priority improvements along the route; and
- Gain a deeper understanding of the preferences and concerns regarding potential funding strategies to pay for the needed improvements

Table 6-2. *SR 37 Outreach - Focus Group Schedule*

County	Date & Time	Location	Number of Participants
Vallejo	May 24, 2018 6pm-8pm	Vallejo Community Center	10
Sonoma	May 30, 2018 6pm-8pm	Sonoma Community Center	13
Napa	June 4, 2018 6pm-8pm	Napa County Library	12
Napa (Spanish)	June 12, 2018 6pm-8pm	La Luz Bilingual Center	14
Marin	June 13, 2018 6pm-8pm	The Transportation Agency of Marin	13

Source: Caltrans, 2018

[55] https://scta.ca.gov/wp-content/uploads/2018/09/4-SR37_FocusGroupSummaryRd2Final.pdf

Chapter 7: Recommended Strategies

7.1 Project Lists

This section presents recommended projects within the SR 37 Corridor. The projects are grouped in two major categories: 1) highway, transit, and climate change resiliency projects, and 2) public access and active transportation projects. Project types are provided within each category and reflect the purpose of the project.

The list includes projects in *Plan Bay Area 2040* (2017), the Bay Area's current regional transportation plan, as well as additional projects that will likely be included in future RTP updates such as the current on-going update, Plan Bay Area 2050, recommended bicycle, pedestrian, and access projects within the SR 37 Corridor, and projects in the 2020 SHOPP as well as projects from the 2020 Ten-Year Project Book.

Cost estimates for each project are provided, as well as the current funding amount for each programmed project.

The list also includes information on when a project is expected to be ready for construction. Projects are grouped into short, medium and long-term time frames based on the following criteria:

- Short-term: within four years (by Fiscal Year 2025/2026)
- Mid-term: between four and ten years (by Fiscal Year 2031/2032)
- Long-term: After FY 2031/2032

Highway, Transit and Climate Change Resiliency Projects

As shown in Table 7-1, the first group of projects address highway, transit and climate change resiliency needs.

The recommended highway strategies include preservation, safety, managed lane projects and operational improvements, such as interchange and intersection projects that will improve the operations of the Corridor in the short and mid-term timeframes.

The climate change resiliency strategies include major investment projects to reconstruct the roadway, interchanges, and bike paths at a design elevation that will provide SLR resiliency along the Corridor. Each of the climate change resiliency projects will also reconnect hydrologic and ecologic systems through forward looking highway design practices.

The recommended transit strategy consists of new transit services, including new electric buses, new routes, park and ride, and bus stops and stations. It is important to note that there is currently no transit along the Corridor and the transit strategy and investment is dependent on the short and mid-term highway managed lanes and operational improvement strategies that will provide the necessary travel time reliability to create cost-effective bus transit opportunities.

Public Access and Active Transportation Projects

The second group of projects in Table 7-1 lists recommended bicycle and pedestrian projects, as well as recommended public access projects along the SR 37 Corridor

As mentioned earlier in Chapter 4.4 Bicycle and Pedestrian Facilities, bicycle projects are based on projects from existing countywide and local active transportation plans as well as the *Caltrans District 4* Bike Plan.

The Bike Plan examines the multiple corridors in the Bay Area, including SR 37. While bikes are permitted on SR 37, there is little-to-no non-recreational transportation demand along the route. There is some demand for non-recreational transportation near the junction of SR 37 and SR 29. The lack of demand for non-recreational transportation along the route may be attributed to the high level of stress users experience while riding on SR 37 and lack of bicycle facilities. Bicycle collisions are relatively low throughout the Corridor; however, some collisions have occurred near the junction of SR 37 and SR 121.

The Bike Plan explains that a bicycle highway may be an opportunity for SR 37. The bicycle highway could be a parallel trail or on-highway separated bikeway. This proposed bikeway will require further study and coordination with stakeholders and endorsement by local agency partners.

The SR 37 Corridor is surrounded by the San Pablo Baylands but there are limited public access options to the San Pablo Baylands' rich marsh ecosystem and abundant wildlife. Consequently, the Solano Transportation Authority developed a public access plan in partnership with staff from the Bay Area Ridge Trail, City of Vallejo, County of Solano Resource Management, County of Solano Parks and Recreation Department, Greater Vallejo Recreation District, Napa Valley Vine Trail, Solano Land Trust, Solano Resource Conservation District, San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Vallejo Flood and Wastewater District.

The recommended strategy to improve public access along the SR 37 Corridor to the San Pablo Baylands is to evaluate the recommended public access options as elements of planned corridor projects, or as individual projects depending on project delivery factors and funding availability.

The thirteen public access options identified in the plan are included in Table 7.1 as a single project proposed in PBA 2050. The recommended strategy to improve public access along the SR 37 Corridor to the San Pablo Baylands is to evaluate the recommended public access options as elements of planned corridor projects, or as individual projects depending on project delivery factors and funding availability.

State Highway Operations and Protection Program (SHOPP)

The SHOPP is a four-year program for operating and maintaining the State Highway System (SHS) that is updated every two years. It is Caltrans primary tool to implement the fix-it-first policy for the SHS. Within each SHOPP cycle, priorities are evaluated to match funding and performance measures as they relate to the goals established in the Caltrans Strategic Plan 2020-2024: Safety First; Cultivate Excellence; Enhance and Connect the Multimodal Transportation Network; Strengthen Stewardship and Drive Efficiency; Lead Climate Action; and Advance Equity and Livability in All Communities. As projects are selected and developed, they must also address Complete Streets, the Americans with Disabilities Act (ADA), SLR, and issues such as wildlife and fish passage. The SHOPP is limited to maintenance, safety, and rehabilitation projects on existing State highways and bridges. In addition to managing the condition of the physical infrastructure, SHOPP projects also include safety improvements, operational improvements, environmental mitigation, TOS, freight improvements and system resiliency and adaptation to climate change.

In accordance with Assembly Bill 515, Caltrans also prepares a ten-year State Highway System Management Plan (SHSMP) that is updated every two years. The SHSMP presents a performance-driven and integrated management plan for the SHS in California. It operationalizes the California Transportation Asset

Management Plan, mandated by Senate Bill 486. The 2019 SHSMP was approved on May 16, 2019 and describes the SHS needs, investments and resulting performance projects for the ten-year period spanning July 2019 to June 2029. A ten-year project book called 2020 Ten-Year Project Book has been developed to accompany the SHSMP. It lists projects to be carried out by existing and future SHOPP programs within the ten-year period.

The SHOPP is making a large investment in the Corridor with climate change resiliency and active transportation improvements, as well as operational, safety and preservation type projects. The 2020 SHOPP, as well as projects from the 2020 Ten-Year Project Book, are included in Table 7-1 in each category.

Table 7-1. *SR 37 Recommended Highway and Transit Projects and Public Access and Active Transportation Projects*

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)[56]	Funding	Source[57]/ Project ID	Time-frame[58]
Highway and Transit Projects									
1	MRN R11.2/14.6; SON 0.0/3.9	US 101 to SR 121	Climate Change Resiliency	Ultimate Western Section	Four-lane highway at SLR Design Elevation: Includes bike path, Lakeville Highway intersection and Atherton Interchange improvements at design elevation, and other freeway ramp/connector improvements to provide SLR resilience.	$1,010	$0	MTC PBA 2050, D4 Bike Plan	MT
2	SON 3.5/6.2; SOL 0.0/R7.4	SR 121 to Mare Island	Climate Change Resiliency	Ultimate Middle Section	Four-lane highway at SLR Design Elevation: Includes bike path, railroad grade separation, Mare Island Interchange and SR 121 improvements at design elevation, and other freeway ramp/connector improvements as needed to provide SLR resilience.	$2,378	$0	MTC PBA 2050, D4 Bike Plan	MT
3	SOL R7.4/12.0	Mare Island to I-80	Climate Change Resiliency	Ultimate Eastern Section	Four-lane Highway at SLR Design Elevation: Includes bike path, and other freeway ramp/connector improvements toprovide SLR resilience.	$180	$0	MTC PBA 2050, D4 Bike Plan	MT
4	SON 3.5/6.2; SOL 0.0/R7.4	SR 121 to Mare Island	High Occupancy Vehicle (HOV) Lane	Highway 37 Sears Point to Mare Island Improvement Project	Provide traffic congestion relief by reconfiguring the existing roadbed at the current elevation while taking existing multimodal access into consideration, to provide a contra-flow managed lane, or managed lanes in each direction.	$260 to $390	$1	MTC PBA2050	ST

[56] Cost estimates in 2018 dollars

[57] The Project's Plan or Program document(s). MTC PBA 2050, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy, to be adopted in 2021.

[58] Timeframes:

- ST - Short-term: within 4 years (by Fiscal Year 2025 / 2026)
- MT - Mid-term: between four and ten years (by Fiscal Year 2031/2032)
- LT - Long-term: after Fiscal Year 2031 / 2032

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
Highway and Transit Projects									
5	SOL R7.2	Mare Island Interchange	Operational Improvement	Mare Island interchange improvements	Mare Island Interchange, westbound ramp metering and lane drop extension	$7	$0	MTC PBA 2050	ST
6	N/A	SR 37 Corridor	Transit	SR 37 New Transit Services	SR 37 new transit services including electric buses, new routes, micro-mobility options, park and ride, bus stops and stations.	$15	$0	MTC PBA 2050	ST
7	SOL 10.6/11.2	Fairgrounds Interchange	Operational Improvement	Fairgrounds Interchange Improvements	Fairgrounds Interchange Improvements including bus stops, ped & bike, landscape enhancements, interchange improvements, transit hub and parking garage.	$56	$0	MTC PBA 2050, D4 Bike Plan	ST
8	VAR	Various locations along Corridor	Climate Change Resiliency	Shoreline Improvements/ Levee Protection	Near-term shoreline improvements/levee protection	$40	$0	MTC PBA 2050	ST
9	VAR	SR 37 Corridor	Climate Change Resiliency	Ecological & Restoration Enhancement	Provide corridor-wide ecological and restoration enhancements	$100	$0	MTC PBA 2050	ST
10	SOL 10.6/11.2	Fairgrounds Drive	Operational Improvement	Redwood-Fairgrounds Dr Interchange Improvements	Implement I/C and safety improvements; Fairgrounds Dr. from Redwood St. to SR 37: Remove left turn lane and widen to add one lane in each direction and add bike lanes; transit improvements	$96.48	$96.48	PBA 2040/ RTP ID 17-08-0010	ST
11	SON 3.9/4.1	SR 121 Intersection	Operational Improvement	EB Merge Lane Extension	Near Novato, from Route 121 to 0.2 mile east of Route 121. Improve traffic operations byextending the lane merge in eastbound direction.	$18.13	$18.13	2020 SHOPP/ 2Q200	ST

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
12	SON 3.8/4.0	SR 121 Intersection	Operational Improvement	Modify Intersection	Near Novato, at the intersection with Route 121. Improve traffic operations and congestion by considering a continuous tee intersection or a roundabout.	$18.13	$11.24	2020 SHOPP/ 1Q480	ST
13	MRN 14.5/ 15.0	Petaluma River Bridge	Preservation	Petaluma River Bridge Rehab	Near Novato at Petaluma River, Bridge No. 27-0013. Rehabilitate bridge deck, upgrade railings, replace fender system, and mitigate bridge scour to meet current safety standards. (G13 Contingency)	$884.1	$44.75	2020 SHOPP/ 2Q500	ST
14	MRN R11.2/14.6 SON 0.0/3.9	US 101 to SR 121	Climate Change Resiliency	SR 37 Interim Western Section Flood Reduction Project	In and near Novato, from Route 101 to Sonoma County line; also in Sonoma County on Route 37, from Marin County line to Route 121 (PM 0.0/3.9). Reconstruct the roadway to address SLR and recurrent flooding. (long lead project)	$400.00	$10.00	2020 SHOPP/ 4Q320	ST
15	MRN R11.2/14.6	US 101 to Sonoma County Line	Preservation	Pavement Rehab	In and near Novato, from Route 101 to Sonoma County line. Rehabilitate pavement, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards and include drainage and culvert work.	$26.84	$26.84	2020 SHOPP/ 2K740	ST
16	SOL R0.0 / R11.2	SON/SOL Countyline to Sage Street Undercrossing	Preservation		Pavement CAPM	$15	$0	10 Year SHOPP/ 1Q400	MT
17	SOL R6.85 / R7.31	Walnut Ave Interchange	Mobility Operational Improvements		Improve westbound SR 37 lane merge from 500' east of to 1500' west of SR 37 /Walnut Avenue interchange	$8	$0	10 Year SHOPP/ 20520	MT

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
18	SON 0/R6.25	Marin County line to Solano County line Ops: Rte 37/Lakeville Highway intersection	Preservation		Pavement: Marin County Line to Solano County Line Ops: Rte 37/Lakeville Highway Intersection, improve intersection operations by lengthening eastbound left turn pockets and storage on EB SR 37	$14	$0	10 Year SHOPP/ 4Q840	MT
19	MRN 13.77	Atherton Ave	Bridge		Atherton Ave UC Br 27-079R/L- Br Rail Replace	$2	$0	10 Year SHOPP/22670	MT
20	SOL 6.0/7.3	Railroad Avenue	Major Damage Protective Betterments		In Solano County, near Vallejo, from 1.3 miles west of Railroad Avenue to Railroad Avenue, raise highway with imported borrow	$40	$0	10 Year SHOPP/20603	MT
21	MRN/SON/NAP/SOL	Novato-Hamilton SMART Station to Capitol Corridor in Suisun City	Transit		Passenger rail system connecting SMART passenger rail system in Novato and the Capital Corridor passenger rail system in Suisun City	$1,300	$0.00	2018 State Rail Plan	LT
Public Access and Active Transportation									
22		SR 37 Corridor	Public access improvements		Provide corridor-wide public access improvements to open space preserve, trailheads, and public viewing areas, etc.	$30.00	$0	MTC PBA2050	MT
23		Vallejo	Gap Closure	Vallejo Bay Trail / Vine Trail Gap Closure	In Vallejo: Between the existing Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon: Build multi-use path to close the gap between the existing trail sections	$5.33	$5.33	PBA 2040/ RTP ID 17-08-0002	ST
24		Novato	Class I Route	North Marin: State Route 37	Proposed Class I bike route from Petaluma River to Hanna Ranch Road	$6.21	$0.00	Marin Co. Bike & PedPlan	LT

#	Postmile	Location	Project Type	Project Name	Project Description	Cost Estimate ($M)	Funding	Source/ Project ID	Time-frame
25	MRN 19.08	US 101 / SR 37	New separated crossing		Add separated crossing of US 101/Hwy 37 interchange, Novato Blvd Bike Path across US 101. No comfortable crossing between Ignacio Blvd and Rowland Blvd in Novato (two miles)	>$7	$0	D4 Bike Plan	LT
26	SOL 4.76	SR 37 / SR 29	Intersection Improvement at controlled intersection		Provide safer bicycle connection through interchange - consider removing slip ramps, add a protected intersection or other similar improvement.	<$0.25	$0	D4 Bike Plan	MT
27	SOL 8.67	Wilson Ave - Sacramento St	Corridor Improvement Class I		Provide Class I shared-use path to connect the existing trail at White Slough Path with trail along Mare Island Strait.	$0.25 to $1.7	$0	D4 Bike Plan	MT
28	SOL 8.55	Sacramento St	Minor interchange improvements (signage and striping)- Class II		STA-planned Class II bike lanes on Sacramento Street from Valle Vista Street to SR 37	<$0.25	$0	D4 Bike Plan	MT
29	SOL 4.89	SR 37 / SR 29	Interchange reconstruction-ramps only -Class IIB		Explore reconfiguring interchange to consolidate ramps, eliminate high-speed ramp entries, and provide dedicated bicycle space along SR 37 (Class IIB)	<$0.25	$0	D4 Bike Plan	MT
30	SOL VAR	Various	Safety		In Solano County, on Routes 12, 29, 37, 80, 113, 505, and 780 at various locations. Enhance pedestrian safety by installing Accessible Pedestrian Signal (APS) systemsand countdown timers and upgrading crosswalk markings.	$5.20	$5.20	2020 SHOPP/ 0K100	ST
31	SOL VAR	Various	Safety		In Solano County, on Routes 29, 37, 80, and 780 at various locations. Enhance pedestrian and bicyclist safety by installing flashing beacon systems Rectangular Rapid Flashing Beacons (RRFB) and upgrading crosswalk markings.	$8.58	$8.58	2020 SHOPP/ 0P760	ST

7.2 Project Evaluation and Criteria

Table 7-3 presents the evaluation results for the SR 37 highway and transit projects. Projects currently in project development (PA/ED) were not evaluated. Ratings were developed in consultation with CDT members. These evaluation results help demonstrate how projects would likely advance the Corridor Goals. Achieving the entire set of Corridor Goals is dependent on the implementation of the whole package of multimodal projects recommended in this chapter. Depending on the level of impact, a project would receive a High (H), Medium (M) or Low (L) grade under each of the ten goals. Table 7-2 presents the evaluation criteria.

Table 7-2. *Evaluation Criteria*

Project Evaluation – SR37 CMCP Criteria *The Corridor Development Team utilized this criteria as a qualitative evaluation to gauge how well a project would help meet the Corridor Goals outlined in Chapter 2 Corridor Goals, Objectives and Performance Measures. Depending on the level of impact, a project would receive a high, medium or low grade under each of the ten goals.*	
CMCP Goals	**Rating Criteria**
Goal 1: Provide a safe transportation system to all users within the Corridor	• Likelihood to reduce vehicular collisions • Likelihood to improve non-motorized safety
Goal 2: Reduce recurring freeway congestion and improve freeway efficiency in moving people	• Likelihood to increase person throughput • Likelihood to reduce travel time • Likelihood to address delay
Goal 3: Improve trip reliability within the Corridor	• Likelihood to improve travel time reliability
Goal 4: Reduce GHG and pollutant emissions within the Corridor	• Likelihood to reduce GHG • Likelihood to reduce VMT
Goal 5: Support Economic Opportunity	• Likelihood to increase person throughput • Likelihood to reduce travel time • Likelihood to address delay • Likelihood to improve freight efficiency • Likelihood to improve travel time reliability
Goal 6: Support an inter-connected multimodal transportation system within the corridor	• Provide infrastructure for carpooling, transit, walking, and cycling
Goal 7: Efficiently manage transportation assets withing the Corridor to protect existing and future investment	• Pavement rehabilitation included in project • TOS elements included (ramp meters, smart signals, fiber-optic, etc.)

Project Evaluation – SR37 CMCP Criteria

The Corridor Development Team utilized this criteria as a qualitative evaluation to gauge how well a project would help meet the Corridor Goals outlined in Chapter 2 Corridor Goals, Objectives and Performance Measures. Depending on the level of impact, a project would receive a high, medium or low grade under each of the ten goals.

CMCP Goals	Rating Criteria
Goal 8: Efficient Land Use	• Likelihood to contribute to jobs/housing balance, increase non-SOV trips. • Ability to address climate adaptation (e.g. SLR, wildfires)
Goal 9.: Address Equity Issues by supporting fair distribution of transportation resources, benefits, and costs.	• Ability to address equity issues • Ability to address climate adaptation (e.g. SLR, wildfires)
Goal 10: Integrated Ecological Improvements	• Provides integrated ecological improvements

Table 7-3. *SR 37 Corridor Project Evaluation*

Project Information								**SR 37 Goals - Project Evaluation**										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)[59]**	**Funding**	**Source[60] / Project ID**	**Time-frame[61]**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
SR 121 to Mare Island	Climate Change Resiliency	Ultimate Middle Section	Four-lane highway at SLR Design Elevation: Includes bike path, railroad grade separation, Mare Island Interchange and SR 121 improvements at design elevation, and other freeway ramp/connector improvements as needed to provide SLR resilience.	$2,378	$0	MTC PBA 2050, D4 Bike Plan	MT	H	H	H	M	H	H	H	H	M	H	**2.8**
Mare Island to I-80	Climate Change Resiliency	Ultimate Eastern Section	Four-lane Highway at SLR Design Elevation: Includes bike path, and other freeway ramp/connector improvements to provide SLR resilience.	$180	$0	MTC PBA 2050, D4 Bike Plan	MT	H	H	H	M	H	H	H	H	H	M	**2.8**

[59] Cost estimates in 2018 dollars

[60] The Project's Plan or Program document(s). MTC PBA 2050, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy, to be adopted in 2021.

[61] Timeframes:

- ST - Short-term: within 4 years (by Fiscal Year 2025 / 2026)
- MT - Mid-term: between four and ten years (by Fiscal Year 2031/2032)
- LT - Long-term: after Fiscal Year 2031 / 2032

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)[59]**	**Funding**	**Source[60] / Project ID**	**Time-frame[61]**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
SR 121 to Mare Island	High Occupancy Vehicle (HOV) Lane	Highway 37 Sears Point to Mare Island Improvement Project	Provide traffic congestion relief by reconfiguring the existing roadbed at the current elevation while taking existing multimodal access into consideration, to provide a contra-flow managed lane, or managed lanes in each direction.	$260 to $390	$1	MTC PBA 2050	ST	M	H	H	M	H	M	H	M	H	M	**2.5**
US 101 to SR 121	Climate Change Resiliency	Ultimate Western Section	Four-lane highway at SLR Design Elevation: Includes bike path, Lakeville Highway intersection and Atherton Interchange improvements at design elevation, and other freeway ramp/connector improvements to provide SLR resilience.	$1,010	$0	MTC PBA 2050, D4 Bike Plan	MT	L	H	H	M	H	H	H	L	M	H	**2.4**
SR 37 Corridor	Transit	SR 37 New Transit Services	SR 37 New Transit Services including new electric buses, new routes, micro-mobility options, park and ride, bus stops and stations.	$15	$0	MTC PBA 2050	ST	H	H	M	H	M	H	L	H	H	L	**2.4**

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)[59]**	**Funding**	**Source[60] / Project ID**	**Time-frame[61]**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
Novato-Hamilton SMART Station to Capitol Corridor in Suisun City	Transit		Passenger rail system connecting SMART passenger rail system in Novato and the Capital Corridor passenger rail system in Suisun City	$1,300	$0	2018 State Rail Plan	LT	H	M	M	H	H	H	L	M	H	M	**2.4**
Fairgrounds Interchange	Operational Improvement	Fairgrounds Interchange Improvements	Fairgrounds Interchange Improvements including bus stops, ped & bike, landscape enhancements, interchange improvements, transit hub and parking garage.	$56	$0	MTC PBA 2050, D4 Bike Plan	ST	M	H	M	H	M	H	M	H	M	L	**2.3**
Mare Island Interchange	Operational Improvement	Mare Island interchange improvements	Mare Island Interchange, westbound ramp metering and lane drop extension	$7	$0	MTC PBA 2050	ST	H	M	M	M	M	L	H	M	L	L	**1.9**
Various locations along Corridor	Climate Change Resiliency	Shoreline Improvements/Levee Protection	Near-term shoreline improvements/levee protection	$40	$0	MTC PBA 2050	ST	M	L	M	L	M	L	M	H	L	H	**1.8**
SR 37 Corridor	Climate Change Resiliency	Ecological & Restoration Enhancement	Provide corridorwide ecological and restoration enhancements	$100	$0	MTC PBA 2050	ST	L	L	L	H	L	L	M	H	L	H	**1.7**

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)[59]**	**Funding**	**Source[60] / Project ID**	**Time-frame[61]**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
Marin County Line to Solano County Line Ops: Rte 37/Lakeville Highway Intersection	Preservation		Pavement: Marin County line to Solano County line Ops: Rte 37/Lakeville Highway Intersection, improve intersection operations by lengthening eastbound left-turn pockets and storage on EB SR 37	$14	$0	10 Year SHOPP/ 4Q840	MT	H	M	M	L	M	L	H	L	L	L	**1.7**
Railroad Avenue	Major Damage Protective Betterments		In Solano County, near Vallejo, from 1.3 miles west of Railroad Avenue to Railroad Avenue, raise highway with imported borrow	$40	$0	10 Year SHOPP/ 20603	MT	H	L	M	L	M	L	H	M	L	L	**1.7**
Walnut Ave Interchange	Mobility Operational Improvements		Improve westbound SR 37 lane merge from 500' east of to 1500' west of SR 37 /Walnut Avenue Interchange	$8	$0	10 Year SHOPP/ 20520	MT	H	M	M	L	M	L	M	L	L	L	**1.6**
SON/SOL County line to Sage Street Undercrossing	Preservation		Pavement CAPM	$15	$0	10 Year SHOPP/ 1Q400	MT	M	L	M	L	M	L	H	L	L	L	**1.5**

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)[59]**	**Funding**	**Source[60] / Project ID**	**Time-frame[61]**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
Atherton Ave	Bridge		Atherton Ave UC Br 27-079R/L-Br Rail Replacement	$2	$0	10 Year SHOPP/2 2670	MT	H	L	M	L	L	L	H	L	L	L	**1.5**
Public Access and Active Transportation								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
SR 37 / SR 29	Intersection Improvement at controlled intersection		Provide safer bicycle connection thru interchange - consider removing slip lanes, a protected intersection or other similar improvement.	<$0.25	$0	D4 Bike Plan	MT	H	M	M	M	M	H	M	M	M	L	**2.1**
SR 37 / SR 29	Interchange reconstruction-ramps only - Class IIB		Explore reconfiguring interchange to consolidate ramps, eliminate high-speed ramp entries, and provide dedicated bicycle space along SR 37 (Class IIB)	<$0.25	$0	D4 Bike Plan	MT	H	M	M	M	L	H	M	M	M	L	**2**
Wilson Ave - Sacramento St	Corridor Improvement - Class I		Provide Class I shared-use path to connect the existing trail at White Slough Path with trail along Mare Island Strait.	$0.25 to $1.7	$0	D4 Bike Plan	MT	H	M	M	M	L	H	L	M	M	L	**1.9**

Project Information								SR 37 Goals - Project Evaluation										
Location	**Project Type**	**Project Name**	**Project Description**	**Cost Estimate ($M)[59]**	**Funding**	**Source[60] / Project ID**	**Time-frame[61]**	Provide Safe System	Reduce Congestion	Improve Trip Reliability	Reduce GHG & Pollutants	Support Economic Opportunity	Support inter-connected Multimodal system	Efficiently Manage Transportation Assets	Efficient Land Use	Address Equity	Integrated Ecological Improvements	
Highway and Transit Projects								**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Overall**
US 101 / SR 37	New separated crossing		Add separated crossing of US 101/Hwy 37 interchange, Novato Blvd Bike Path across US 101. No comfortable crossing between Ignacio Blvd and Rowland Blvd in Novato (2 miles)	>$7	$0	D4 Bike Plan	LT	H	M	M	M	L	H	L	M	L	L	**1.8**
Sacramento St	Minor interchange improvements (signage and striping)- Class II		STA-Planned Class II bike lanes on Sacramento Street from Valle Vista Street to SR 37	<$0.25	$0	D4 Bike Plan	MT	H	L	M	M	L	H	L	M	M	L	**1.8**
SR 37 Corridor	Public access improvements		Provide corridor-wide public access improvements to open space preserve, trailheads, and public viewing areas, etc.	$30.00	$0	MTC PBA 2050[3]	MT	M	L	L	M	L	L	L	M	H	H	**1.7**
Novato	Class I Route	North Marin: State Route 37	Proposed Class I bike route from Petaluma River to Hanna Ranch Road	$6.21	$0	Marin Co. Bike & Ped Plan	LT	H	M	L	M	L	H	L	M	L	L	**1.7**

Appendix A: List of References Used to Develop SR 37 CMCP

Bay Trail Sears Point Connector Feasibility Study, 2018

Sonoma County Bay Trail Corridor Plan, Sears Point Connection Study Area Sonoma County 2005

Smart Mobility Framework Guide, 2020

Grand Bayway - SR 37 Public Access Scoping Report, 2020

SR 37 Corridor Adaption Study, 2020

State Route 37 Alternatives Assessment Report for the Ultimate Project, 2019

Passenger Rail Service Novato to Suisun City Feasibility Study California State Rail Plan. (Sonoma Marine Area Rail Transit (SMART), 2019

SR37 Solano Public Access Plan, 2019

State of California Sea-Level Rise Guidance, 2018 Update

SR 37 Transportation and Sea Level Rise Corridor Improvement Plan (Final)

Final State Route 37 - Segment A Sea Level Rise Corridor Improvement Study, 2018

Marin County Unincorporated Area Bicycle and Pedestrian Master Plan, 2018 Update

State Route 37 Corridor Financial Opportunities Analysis, 2017

SMART Rail System Expansion and Opportunities, 2017

Marin Shoreline Sea Level Rise Vulnerability Assessment, 2017

UC Davis Stewardship Study - State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis: Final Report, 2016

State Route 37 TCR, 2015

Highway 37 Origin and Destination Analysis, 2014

Website: California Department of Conservation Farmland Mapping and Monitoring

Website: Sonoma Creek Baylands Strategy

Website: Resilient by Design - The Grand Bayway Project

Appendix B: Public Engagement Materials

State Route 37
Comprehensive Mulitmodal Corridor Plan
Appenidix B – Public Engagement

MTC Metropolitan Transportation Commission · STA Solano Transportation Authority · TAM Transportation Authority of Marin · SCTA · NVTA Napa Valley Transportation Authority · Caltrans

Resilient37.org Website

RESILIENTSR37

Planning a More Resilient Highway 37 for All

Think about Highway 37 as more than just a commute! The future of this corridor demands finding solutions to chronic traffic congestion and periodic flooding. But it will also require balancing transportation needs with protecting and enhancing sensitive marshland habitats. Planning a long-term solution presents an opportunity to provide bicycle, pedestrian, transit, and carpool options for all travelers.

Get Involved

Get involved in planning Highway 37: resilient, reliable, safer, and built to last for all travelers!
To learn more about the planning processes and how to provide your valued input:

Watch this YouTube Video

Review the Previous Public Meeting

Highway 37 Town Hall
Hosted by Senator McGuire & Senator Dodd

Click here to watch the April 15, 2021 Town Hall video
Click here to view the April 15, 2021 Town Hall presentation

Join us on Social Media
SR37 on **Facebook** and **Twitter**

Take a Survey / Fill out the Questionnaire

Thank you for taking the time to provide your input. The survey is now closed and a summary of the results is forthcoming.

Please stay tuned for more opportunities to be engaged.

Show us Where You Have an Interest or Concern

Provide a comment or sign up for email updates
StateRoute37@dot.ca.gov

Call the Highway 37 Public Information Line
(510) 286-1204

One Corridor, One Team, Many Solutions

While Caltrans, the Metropolitan Transportation Commission, and transportation authorities for Marin, Napa, Solano, and Sonoma counties are already implementing **short-term improvements**, other challenges require a suite of longer-term solutions:

Three coordinated efforts are underway to formulate these solutions:

An Ultimate Resilient **Design Alternatives Assessment** focused on Highway 37 within Marin and Sonoma counties between U.S. 101 and Highway 121.
A **Comprehensive Multimodal Corridor Plan** collaboratively identifies goals, corridor needs and challenges, and project priorities for various modes of travel to inform decision-making and future funding.
A corridor-wide effort known as the **Planning and Environmental Linkage** study will identify and narrow the range of alternatives to be advanced for environmental review and construction.

Each of these efforts need your input! Take this **Survey** to provide us with your input! These studies are integrated to deliver a roadway that will serve both long-term transportation needs and the environment

Short-Term Actions Underway:

SR37 Projects | Caltrans

How High Should the Future Highway 37 Be?

The level of the San Francisco Bay could rise five to seven feet by 2100 under high greenhouse gas emission scenarios, according to 2018 projections by the California Ocean Protection Council. With high tides during a large storm, this translates into the need to raise Highway 37 by at least 20 feet.

Project Study Areas

Click here for an interactive map to further explore the project study areas.

US 101 – HWY 121 DESIGN ALTERNATIVES ASSESSMENT

HWY 121 TO MARE ISLAND DESIGN ALTERNATIVES ASSESSMENT

COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

PLANNING AND ENVIRONMENTAL LINKAGE

Attachment Figure 1A: Resilient37.org Webpage: page 1 of 2

Attachment Figure 1B: Resilient37.org Webpage: page 2 of 2

Announcements

RESILIENTSR37

MARIN • SONOMA • NAPA • SOLANO

ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS

Think of Highway 37 as more than just a commute! The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to rising tides. It requires balancing transportation needs with protecting and enhancing sensitive marshland habitats. It also presents an opportunity to provide future bicycle, pedestrian, transit, and carpool options.

Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers! To learn more about the planning processes and how to provide your valued input:

Watch this YouTube Video:
https://www.youtube.com/watch?v=3umF5VmfBu4

Attend a Live Virtual Meeting:
https://sd02.senate.ca.gov/video

Senators Mike McGuire & Bill Dodd host a Town Hall Meeting:
Thursday, April 15
6–7:30 p.m.

Corridor-wide Planning and Environmental Linkages Public Meeting:
Wednesday, May 26
5:30–7:30 p.m.

Take a survey/Fill out the questionnaire:
www.Resilient37.org/Questionnaire

Show us where you have an interest or concern:
www.Resilient37.org/SR37Map

Provide a comment or sign up for updates:
StateRoute37@dot.ca.gov

Call the Highway 37 Public Information Line:
(510) 286-1204

Is English your second language? We can help. Request assistance by calling 415.778.6757 and allow three days for response.

¿El inglés es tu segundo idioma? Podemos ayudar. Solicitar asistencia llamando al 415.778.6757 y permitir tres días para la respuesta.

Ang Ingles ba ang pangalawang wika mo? Makakatulong tayo. Humiling ng tulong sa pamamagitan ng pagtawag sa 415.778.6757 at payagan ang tatlong araw para sa tugon.

Factsheets (English, Spanish, Tagalog Versions)

RESILIENTSR37

A Future Highway 37 Begins with a Comprehensive Multimodal Corridor Plan

Whether you commute everyday using Highway 37 or use the roadway to view the wildlife resources, the many challenges facing Highway 37 will concern you. The Comprehensive Multimodal Corridor Plan (CMCP) is being developed in a collaborative effort between MTC, Caltrans, and the four northern Counties: Marin, Sonoma, Napa, and Solano — and they need your input. Although there are many issues facing Highway 37 sustainability — sea level rise, growing traffic needs, limited accessibility, and equity solutions in transportation options — there are also many exciting opportunities and possibilities for Highway 37. These solutions will include:

- Highway safety and congestion relief improvements
- Multimodal options including bicycle, pedestrian, and transit, as well as transit-supporting projects such as park-and-rides and bus stops
- Reconstruction to avoid flood-related closures and to meet earthquake standards
- Public Access improvements along Highway 37

This future cannot be built overnight. The CMCP will outline the short-term, medium-term, and long-term projects, strategies, and funding priorities for improvements along Highway 37. To be competitive for limited transportation funding,

the CMCP must document how the planned improvements address federal and state transportation planning objectives, including multimodal considerations, social equity, climate change, goods movement, economic development, and return on investment. To learn more about how projects can be eligible for SB-1 Solutions for Congested Corridors Program Guidelines grant funding, visit **www.catc.ca.gov/programs/sb1/Solutions** for Congested Corridors Program (SCCP) | CTC (ca.gov). A critical element is collecting public input on the selection, prioritization, and implementation of projects within the corridor.

It's One Corridor – Many Solutions

Your ideas will help shape these potential solutions. The Project team has developed a survey to assist in collecting information in a focused format.

Complete the Survey to Help Plan 37:
www.Resilient37.org/Questionnaire

For more methods of engagement, visit
www.Resilient37.org

Get involved in planning Highway 37:
resilient, reliable, safer and built to last for all travelers!

Is English your second language? We can help. Request assistance by calling 415.778.6757 and allow three days for response.
¿El inglés es tu segundo idioma? Podemos ayudar. Solicitar asistencia llamando al 415.778.6757 y permitir tres días para la respuesta.
Ang Ingles ba ang pangalawang wika mo? Makakatulong tayo. Humiling ng tulong sa pamamagitan ng pagtawag sa 415.778.6757 at payagan ang tatlong araw para sa tugon.

MT · TAM Transportation Authority of Marin · NVTA Napa Valley Transportation Authority · SCTA Sonoma County Transportation Authority · STA Solano Transportation Authority ...working for you! · Caltrans

ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS

RESILIENTSR37

Seeking Long-Term Flooding and Traffic Solutions between US 101-SR 121

Becoming Resilient Against Sea Level Rise includes Marsh Wetland Restoration

Marshland restoration measures reduce wave energy and hydrologic connectivity under the roadway and allow flood waters to pass efficiently, while enhancing the health of the surrounding ecosystem.

Many portions of Highway 37's 21-mile vital regional transportation link are vulnerable to flood-related closures and chronic traffic congestion. An **Ultimate Resilient Sea Level Rise, Design Alternatives Assessment** is focused on Highway 37 within Marin and Sonoma counties, specifically between U.S. 101 and Highway 121. Strong storm events test Novato Creek's and Petaluma River's banks, especially during high tide when waters overflow the banks and managed levees and make Highway 37 impassable. With the onset of climate change, the San Francisco Bay is projected to rise higher, resulting in more frequent and severe flooding in the future. Long-term solutions are needed. The future of Highway 37 requires designing a roadway to meet the challenges of rising tides, serves growing transportation needs, and provides opportunities for bicyclists, pedestrians, transit, and carpool options.

The focus of this Design Alternatives Assessment is to explore the long-term purpose and needs, then develop and evaluate potential long-range solutions along Highway 37 between US 101 and Highway 121. This process builds upon information collected from previous studies as well as consultation with environmental and regulatory specialists. The long-term solutions need to address transportation needs, including commuters,

tourists, transit riders, bicyclists, and pedestrians. In short – it includes YOU! The solutions explored for Marin and Sonoma will be incorporated into the corridor-wide solutions that are currently under development. ***Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers!***

The Development and Evaluation of a Long-Term Solution Alternatives Needs Your Input

Complete the Survey to Help Plan 37:
www.Resilient37.org/Questionnaire

- Should the Highway be realigned to a new location?
- How should bicycle, pedestrian, and transit options be included?
- What matters in evaluating and comparing the selection of long-term solutions?

How High Should the Highway 37 be Built?

The level of the San Francisco Bay could rise five to seven feet by 2100 under high greenhouse gas emission scenarios, according to 2018 projections by the California Ocean Protection Council. With high tides during a large storm, this translates into the need to raise Highway 37 by at least 20 feet.

Once the range of alternatives are developed with your input, then, the Design Alternatives Assessment will evaluate how the alternatives compare against each other. Evaluation can include measuring impacts on adjacent lands, habitats, noise or many other factors. Once the evaluation is complete, the study will advance a set of alternatives and make recommendations for an action plan on how reasonable alternatives for the area between US 101 and Highway 121 might be phased, funded, and implemented given competing regional and statewide priorities.

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ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS

RESILIENTSR37

State Route 37 Corridor Ultimate Project Planning and Environmental Linkages (PEL) Study, US 101 to I-80

State Route (SR) 37, a 21-mile vital transportation link in the region connecting four North Bay counties, is extremely vulnerable to flood-related closures due to sea level rise (SLR), and experiences a high level of congestion. Caltrans, Metropolitan Transportation Commission (MTC), and the four North Bay Area counties are partners in the Resilient SR 37 program with multiple studies addressing the corridor's critical flooding, SLR, congestion, ecosystem connectivity, and multimodal issues. Caltrans is preparing a comprehensive long-range study to identify the best solutions to address the corridor's deficiencies, considering the corridor's needs, and the very high sensitivity of the area. Following the conclusion of this on-going PEL study, Caltrans will initiate the environmental review process as the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) lead agency.

Incorporating Past Efforts

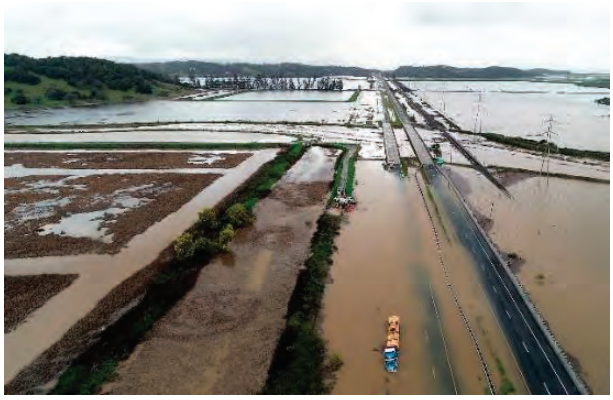
Caltrans and its partners at MTC and the four counties of Marin, Sonoma, Napa, and Solano, have done extensive work and outreach on various aspects and areas along the SR 37 Corridor. The on-going PEL study will review this information and work with stakeholders to develop an integrated plan to inform Caltran's future environmental

document efforts for the long-term SR 37 corridor project.

What will the PEL study do?

This study builds on existing work to develop long-term alternatives addressing corridor needs. It will result in an implementation plan that allows projects to transition into a streamlined environmental review process, addressing the following items:

1. **Corridor Assessment:** assess corridor options by using previous and on-going studies and design, including consideration of environmental constraints such as sea level rise, mitigation efforts, and economic factors.
2. **Purpose and Need:** identify corridor-wide and site-specific transportation needs and decide on methods for comparing alternatives.
3. **Alternatives Development and Evaluation:** develop and evaluate potential alternatives and assess how well these meet the identified needs, including environmental concerns around SLR and the San Pablo Baylands.
4. **Implementation Plan:** develop how alternatives can be phased, funded, and implemented given competing regional and statewide priorities.



Where can you engage?

Public Meetings:
May 26, 2021. Fall 2021. Spring/Summer 2022.

SR 37 Website:
https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects

Caltrans Contact Information:
Email: StateRoute37@dot.ca.gov
Phone: (510) 286 1204

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ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS

RESILIENTSR37

Una futura carretera 37 comienza con un plan integral de corredor multimodal

Ya sea que usted viaje a diario por la carretera 37 o utilice el camino para apreciar la vida silvestre, los desafíos numerosos a los que se enfrenta la carretera 37 le involucran a usted. El Plan Integral de Corredor Multimodal (CMCP) se está desarrollando en un esfuerzo de colaboración entre la MTC, Caltrans y los cuatro condados del norte: Marin, Sonoma, Napa y Solano, y necesitan su opinión. Aunque hay muchas dificultades a las que se enfrenta la sostenibilidad de la carretera 37 (aumento del nivel del mar, necesidades crecientes de tráfico, accesibilidad limitada y soluciones de equidad en las opciones de transporte) también hay muchas oportunidades y posibilidades interesantes para la carretera 37. Estas soluciones incluirán:

- Mejoras en la seguridad de la carretera y en la descongestión
- Opciones multimodales incluyendo para bicicletas, peatones y el transporte público, así como proyectos de apoyo al transporte público, como los estacionamientos para tomar el autobús y las paradas de autobús
- Reconstrucción para evitar los cierres relacionados con las inundaciones y para cumplir las normas antisísmicas
- Mejoras en el acceso público a lo largo de la carretera 37

Este futuro no puede construirse de la noche a la mañana. El plan CMCP resumirá los proyectos a corto, mediano y largo plazo, las estrategias y las prioridades de financiación para las mejoras a lo largo de la carretera 37. Para ser competitivo en la limitada

financiación del transporte, el plan CMCP debe documentar cómo las mejoras planificadas abordarán los objetivos de planificación del transporte federales y estatales, entre ellos consideraciones multimodales, de equidad social, cambio climático, movimiento de mercancías, desarrollo económico y retorno sobre la inversión. Para conocer más sobre cómo los proyectos pueden ser elegibles para la financiación de los Lineamientos del Programa de Soluciones para Corredores Congestionados de la iniciativa SB-1, visite **www.catc.ca.gov/programs/sb1/Solutions** para el Programa de Corredores Congestionados (SCCP) | CTC (ca.gov). El recolectar la opinión del público sobre la selección, priorización y ejecución de proyectos dentro del corredor es un elemento indispensable.

Es un solo corredor con muchas soluciones

Sus ideas ayudarán a dar forma a estas posibles soluciones. El equipo del proyecto ha desarrollado una encuesta para asistir en la recolecta de información en un formato específico.

Llene la encuesta para ayudar a planificar la 37:
www.Resilient37.org/Questionnaire

Para conocer otras maneras de participación, visite
www.Resilient37.org

Participe en la planificación de la carretera 37: resistente, fiable, más segura y ¡construida para durar para todos los viajeros!

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UN PASILLO, UN EQUIPO, MUCHAS SOLUCIONES

RESILIENTSR37

Buscando soluciones a largo plazo contra inundaciones y tráfico entre la autopista US 101 y la carretera 121

La capacidad de recuperación ante la subida del nivel del mar incluye la restauración de los humedales

Las medidas de restauración de los humedales reducen la energía de las olas y la conectividad hidrológica debajo de la carretera y permiten que las aguas de las inundaciones pasen de forma eficiente, a la vez que mejoran la salud del ecosistema alrededor.

Muchos tramos de la carretera 37, un enlace de transporte regional vital de 21 millas, son vulnerables a los cierres relacionados con las inundaciones y a la congestión crónica del tráfico. Un estudio llamado **Ultimate Resilient Sea Level Rise, Design Alternatives Assessment** se enfoca en la carretera 37 dentro de los condados de Marin y Sonoma, específicamente entre la autopista U.S. 101 y la carretera estatal 121. Los eventos de tormentas fuertes ponen a prueba las orillas del Novato Creek y del Petaluma River, especialmente durante la marea alta, cuando las aguas desbordan las orillas y los diques gestionados y vuelven la carretera 37 intransitable. Con el comienzo del cambio climático, se prevé que la Bahía de San Francisco aumente más su altura, lo que conllevará inundaciones más frecuentes y graves en el futuro. Se necesitan soluciones a largo plazo. El futuro de la carretera 37 requiere el diseño de una carretera que responda a los desafíos del aumento en las mareas, que atienda a las crecientes necesidades de transporte, y que ofrezca oportunidades para los ciclistas, los peatones, el transporte público y opciones de vehículos compartidos.

El enfoque de esta Evaluación de Alternativas de Diseño es explorar el propósito y las necesidades a largo plazo, y luego desarrollar y evaluar posibles soluciones a futuro a lo largo de la carretera 37 entre la autopista US 101 y la carretera 121. Este proceso se basa en la información recopilada de estudios anteriores, así como en la consulta con especialistas en medio ambiente y regulación. Las soluciones a largo plazo deben abordar las necesidades de

transporte, incluyendo los viajeros habituales, los turistas, los usuarios del transporte público, los ciclistas y los peatones. En resumen, ¡le incluye a USTED! Las soluciones analizadas para Marin y Sonoma serán incorporadas a las soluciones para todo el corredor que se están desarrollando actualmente. ***Participe en la planificación de la carretera 37: resistente, fiable, más segura y ¡construida para durar para todos los viajeros!***

El desarrollo y la evaluación de las alternativas de solución a largo plazo necesitan su opinión

Llene la encuesta para ayudar a planificar la 37:
www.Resilient37.org/Questionnaire

- ¿Debería la carretera ser reorientada a una nueva ubicación?
- ¿Cómo deberían incluirse opciones para bicicletas, peatones y transporte público?
- ¿Qué es lo más importante a la hora de evaluar y comparar las propuestas de soluciones a largo plazo?

¿A qué altura debe construirse la carretera 37?

El nivel de la bahía de San Francisco podría aumentar entre 1.5 y 2.1 metros para el año 2100 en escenarios de altas emisiones de gases de efecto invernadero, según las proyecciones de 2018 del Consejo de Protección del Océano de California. Con mareas altas durante una tormenta fuerte, esto se traduce en la necesidad de elevar el nivel de la carretera 37 en al menos 6 metros.

Una vez que se tenga la gama de alternativas con sus aportaciones, el equipo de evaluación de alternativas de diseño evaluará cómo se comparan las alternativas entre sí. La evaluación puede incluir la medición de impactos en los terrenos adyacentes, los hábitats, el ruido o muchos otros factores. Una vez realizada la evaluación, el equipo del estudio presentará un conjunto de alternativas y hará recomendaciones para un plan de acción sobre cómo las alternativas razonables para el área entre la autopista US 101 y la carretera 121 podrían ser escalonadas, financiadas e implementadas dadas las prioridades regionales y estatales en competencia.

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RESILIENTSR37

Estudio de Planificación y Enlaces Ambientales (PEL) del corredor de la carretera estatal 37, desde la US 101 hasta la I-80

La carretera estatal (SR) 37, un enlace de transporte crucial de 21 millas en la región que conecta los cuatro condados del norte de la Bahía, es extremadamente vulnerable a los cierres relacionados con las inundaciones debido al aumento del nivel del mar, y sufre un alto nivel de congestión. Caltrans, la Comisión Metropolitana del Transporte (MTC) y los cuatro condados del norte de la Bahía colaboran en el programa Resilient SR 37 con múltiples estudios que abordan los problemas críticos de inundación, el aumento del nivel del mar, la congestión, la conectividad del ecosistema, y otros asuntos multimodales del corredor. Caltrans está preparando un estudio exhaustivo de largo alcance para identificar las mejores soluciones para abordar las deficiencias del corredor, teniendo en cuenta las necesidades del corredor, y la gran sensibilidad de la zona. Una vez concluido este estudio PEL en curso, Caltrans iniciará el proceso de evaluación ambiental como organismo principal de la Ley de Calidad Ambiental de California (CEQA) y la Ley Nacional de Política Ambiental (NEPA).

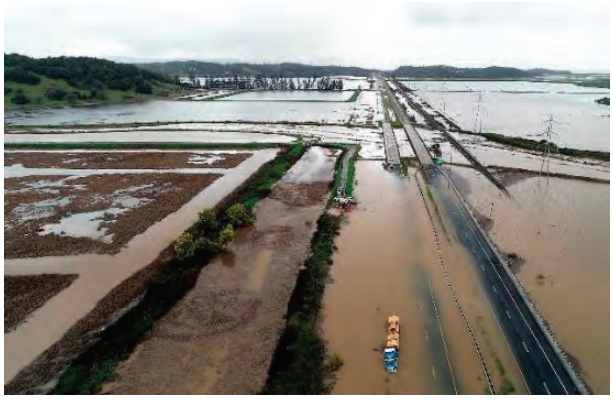
Incorporación de los esfuerzos anteriores

Caltrans y sus colaboradores de la MTC y los cuatro condados de Marin, Sonoma, Napa y Solano, han realizado un extenso trabajo y esfuerzo de alcance sobre diversos aspectos y áreas a lo largo del corredor de la carretera 37. El estudio PEL en curso analizará esta información y trabajará con las partes interesadas para desarrollar un plan integrado que apoye los futuros esfuerzos de Caltrans en materia de documentos ambientales para el proyecto del corredor de la SR 37 a largo plazo.

¿Qué hará el estudio PEL?

Este estudio se basa en el trabajo existente para desarrollar alternativas a largo plazo que aborden las necesidades del corredor. Dará lugar a un plan de implementación que permita la transición de los proyectos a un proceso agilizado de evaluación ambiental, abordando los siguientes puntos:

1. **Evaluación del corredor:** Evaluar las opciones del corredor mediante el uso de estudios y diseños anteriores y en curso, incluyendo la consideración de las limitaciones ambientales, como la subida del nivel del mar, los esfuerzos de mitigación y los factores económicos.
2. **Propósito y necesidad:** Identificar las necesidades de transporte en todo el corredor y en ciertos lugares específicos y decidir los métodos para comparar las alternativas.
3. **Desarrollo y evaluación de alternativas:** Desarrollar y evaluar las alternativas potenciales y valorar en qué medida éstas satisfacen las necesidades identificadas, incluyendo las preocupaciones medioambientales en torno a la subida del nivel del mar y la zona de la Bahía de San Pablo.
4. **Plan de implementación:** Desarrollar la forma en que las alternativas pueden ser escalonadas, financiadas e implementadas teniendo en cuenta las prioridades regionales y estatales en competencia.



¿Como participar?

Reuniones públicas:
26 de mayo de 2021. Otoño de 2021. Primavera/verano de 2022.

Sitio web de la SR 37:
https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects

Información de contacto de Caltrans:
Correo electrónico:
StateRoute37@dot.ca.gov
Tel: (510) 286-1204

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UN PASILLO, UN EQUIPO, MUCHAS SOLUCIONES

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Ang Highway 37 sa Hinaharap ay Nagsisimula sa isang Komprehensibong Plano ng Iba't Ibang Paraan para sa Koridor (Comprehensive Multimodal Corridor Plan)

Maging kayo man ay naglalakbay araw-araw gamit ang Highway 37 o ginagamit ang kalsada para makakita ng maiilap na hayop-gubat, magiging alalahanin ninyo ang maraming hamon na hinaharap ng Highway 37. Ang Comprehensive Multimodal Corridor Plan (CMCP) ay ang pagbubuo ng pakikipagtulungan ng pagsisikap sa pagitan ng MTC, Caltrans, at ng apat na County sa hilaga: Marin, Sonoma, Napa at Solano—at kailangan nila ng inyong input. Bagaman maraming isyu ang hinaharap ng pagpapanatili ng Highway 37—pagtaas ng lebel ng tubig sa dagat, dumaraming pangangailangan sa trapiko, limitadong paggamit, at mga makatarungang solusyon sa mga opsyon sa transportasyon—marami ring kapana-panabik na oportunidad at posibilidad para sa Highway 37. Kabilang sa mga solusyong ito ang:

- Kaligtasan sa highway at mga pagpapabuti ng kaluwagan sa pagkasiksikan
- Mga opsyon ng iba't ibang paraan kabilang ang pagbibisikleta, taong naglalakad, at transit, pati na rin ng mga sumusuportang proyekto sa transportasyon gaya ng mga park-and-ride at mga hintuan ng bus
- Paggawang muli ng konstruksyon upang maiwasan ang mga pagsasara kaugnay sa pagbaha at upang matugunan ang mga pamantayan sa lindol
- Mga pagpapabuti sa Paggamit ng Publiko sa kahabaan ng Highway 37

Ang hinaharap na ito ay hindi maaaring maitayo ng magdamag. Ang CMCP ang magbabalangkas ng mga pangmadalian, pangkatamtaman at pangmatagalang proyekto, istratehiya, at prayoridad ng pagpopondo para sa mga pagpapabuti ng kahabaan ng Highway 37. Para sa kumpitensiya sa

limitadong pondo sa transportasyon, dapat madokumento ng CMCP kung paano ang naplanong pagpapabuti ay tumutugon sa mga layunin ng pagpaplano ng transportasyon ng pederal at estado, kabilang ang mga konsiderasyon ng iba't ibang paraan, katarungan sa lipunan, pagbabago ng klima, paggalaw ng mga produkto, pag-unlad ng ekonomiya, at pagbalik ng pamumuhunan. Para lalong malaman ang tungkol sa kung paano ang mga proyekto ay magiging karapapat-dapat para sa SB-1 Solutions for Congested Corridors Program Guidelines sa paggawad ng pondo, bumisita sa **www.catc.ca.gov/programs/sb1/Solutions** para sa Congested Corridors Program (SCCP) | CTC (ca.gov). Ang kritikal na elemento ay ang pagkolekta ng input mula sa publiko ukol sa pagpili, pagprayoridad at pagpapatupad ng mga proyekto sa loob ng koridor.

Ito ang Isang Koridor – Maramihang Solusyon

Ang inyong mga ideya ang tutulong sa paghubog nitong mga potensyal na solusyon. Ang pangkat ng Proyekto ay bumuo ng isang survey upang tumulong magkolekta ng impormasyon sa isang nakatuon na pormat.

Kumpletuhin ang Survey upang Tumulong sa Plano 37:
www.Resilient37.org/Questionnaire

Para sa marami pang paraan ng paglahok, bisitahin ang
www.Resilient37.org

Lumahok sa pagpaplano ng Highway 37: may kakayahang makabawi, maaasahan, mas ligtas at itinatag upang magtatagal para sa lahat ng naglalakbay!

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ISANG CORRIDOR, ISANG TEAM, MARAMING SOLUSYON

RESILIENTSR37

Paghahanap ng mga Pangmatagalang Solusyon sa Pagbaha at Trapiko sa pagitan ng US 101-SR 121

Ang Pagkakaroon ng Kakayahang Makabawi Laban sa Pagtaas ng Lebel ng Dagat kabilang ang Pagpapanumbalik ng Latian

Ang mga hakbang sa pagpapanumbalik ng latian ay nagbabawas sa enerhiya ng alon at pagka-ugnay ng tubigan at kalupaan (hydrologic) sa ilalim ng kalsada at hinahayaan ang tubig-baha na dumaan nang maayos, habang pinapahusay ang kalusugan ng paligid ng ecosystem.

Maraming bahagi ng 21-milya ng Highway 37 na mahalagang pang-ugnay sa transportasyon sa rehiyon ang madaling naaapektuhan ng mga pagsasara kaugnay sa pagbaha at malubhang paninikip ng trapiko. Ang **Ultimate Resilient Sea Level Rise, Design Alternatives Assessment** ay nakatuon sa Highway 37 sa loob ng mga county ng Marin at Sonoma, partikular sa pagitan ng U.S. 101 at Highway 121. Ang mga kaganapan ng malalakas na bagyo ay sumusubok sa mga pampang ng Novato Creek at Petaluma River, lalo na sa panahon ng high tide kapag umaapaw ang tubig sa mga pampang at inayos na mga pilapil sa tubigan at ginagawang hindi madaanan ang Highway 37. Sa simula ng pagbabago ng klima, ang San Francisco Bay ay tinatayang tataas ng mas mataas, na magreresulta sa mas madalas at matinding pagbaha sa hinaharap. Kinakailangan ng mga pangmatagalang solusyon. Ang hinaharap ng Highway 37 ay nangangailangan ng pagdisenyo ng isang kalsada na tumutugon sa mga hamon ng pagtaas ng tubig sa dagat, nagsisilbi sa dumaraming pangangailangan ng transportasyon, at nagkakaloob ng mga oportunidad para sa mga nagbibisikleta, taong naglalakad, transit, at mga opsyon sa carpool.

Ang pagtuon nitong Pagtatasa ng mga Alternatibong Disenyo (Design Alternatives Assessment) ay upang magsaliksik ng pangmatagalang layunin at mga pangangailangan, pagkatapos ay ang pagbuo at pagtataya ng potensiyal na mga pangmatagalang solusyon sa kahabaan ng Highway 37 sa pagitan ng US 101 at 121. Ang prosesong ito ay nakabatay sa impormasyong nakolekta mula sa mga nakaraang pag-aaral pati na rin sa konsultasyon sa mga espesyalista sa kapaligiran at regulasyon.

Ang mga pangmatagalang solusyon ay kinakailangang matugunan ang mga pangangailangan ng transportasyon, kabilang ang mga nagbibiyahe araw-araw, turista, mga sumasakay ng transit, nagbibisikleta at mga taong naglalakad. Sa madaling-sabi – kasama KAYO! Ang nasaliksik na mga solusyon para sa Marin at Sonoma ay isasama sa mga solusyon sa buong koridor na kasalukuyang nasa ilalim ng pagbubuo. ***Makilahok sa pagpaplano ng Highway 37: may kakayahang makabawi, maaasahan, mas ligtas at itinatag upang magtatagal para sa lahat ng naglalakbay!***

Ang Pagbuo at Pagtataya ng Pangmatagalang mga Alternatibong Solusyon ay Kinakailangan ang Inyong Input

Kumpletuhin ang Survey upang Tumulong sa Plano 37:
www.Resilient37.org/Questionnaire

- Dapat bang ayusing muli ang Highway sa isang bagong lugar?
- Paano dapat isama ang pagbibisikleta, taong naglalakad, at mga opsyon sa transportasyon?
- Ano ang mahalaga sa pagtataya at paghahambing ng pagpili ng mga pangmatagalang solusyon?

Gaano Kataas Dapat Itayo ang Highway 37?

Ang lebel ng San Francisco Bay ay maaaring tumaas ng lima hanggang pitong piye sa 2100 sa ilalim ng mga senaryo ng mataas na emisyon ng greenhouse gas, alinsunod sa mga pagtataya ng 2018 ng California Ocean Protection Council. Sa mga pagtaas ng tubig sa panahon ng malakas na bagyo, naisasalin ito sa pangangailangan na itaas ang Highway 37 nang hindi bababa sa 20 piye.

Sa sandaling ang hanay ng mga alternatibo ay nabubuo mula sa inyong input, kung gayon, ang Pagtatasa ng mga Alternatibong Disenyo ay magtataya kung paano ihahambing laban sa isa't isa ang mga alternatibo. Maaaring kabilang sa pagtataya ang pagsusukat ng mga epekto sa kalapit na mga lupain, tirahan, ingay o maraming iba pang kadahilanan. Kapag nakumpleto na ang pagtataya, ang pag-aaral ay magsusulong ng hanay ng mga alternatibo at gagawa ng mga rekomendasyon para sa isang plano ng pagkilos kung paano ang mga makatwirang alternatibo para sa lugar sa pagitan ng US 101 at Highway 121 ay maaaring mahati, mapondohan, at maipatupad ayon sa naglalabanang mga prayoridad sa rehiyon at buong estado.

Is English your second language? We can help. Request assistance by calling 415.778.6757 and allow three days for response.
¿El inglés es tu segundo idioma? Podemos ayudar. Solicitar asistencia llamando al 415.778.6757 y permitir tres días para la respuesta.
Ang Ingles ba ang pangalawang wika mo? Makakatulong tayo. Humiling ng tulong sa pamamagitan ng pagtawag sa 415.778.6757 at payagan ang tatlong araw para sa tugon.

ISANG CORRIDOR, ISANG TEAM, MARAMING SOLUSYON

RESILIENTSR37

State Route 37 Corridor na Pangunahing Proyekto ng Pag-aaral ng Planning and Environmental Linkages (PEL), US 101 hanggang I-80

Ang State Route (SR) 37, ang 21-milyang mahalagang pang-ugnay sa transportasyon sa rehiyon na nagkokonekta sa apat na county ng North Bay, ay lubhang naaapektuhan ng mga pagsasara kaugnay sa pagbaha dahil sa sea level rise (SLR), at nakakaranas ng mataas na antas ng pagkasiksikan. Ang Caltrans, Metropolitan Transportation Commission (MTC), at ang apat na county ng North Bay Area ay mga partner sa programa ng Resilient SR 37 na may maraming pag-aaral na tumutugon sa kritikal na pagbaha sa koridor, SLR, pagkasiksikan, pagkaka-ugnay sa ecosystem, at mga isyu ng iba't ibang paraan. Naghahanda ang Caltrans ng isang komprehensibong pangmatagalang pag-aaral upang matukoy ang mga pinakamainam na solusyon para matugunan ang mga kakulangan sa koridor, na isinasaalang-alang ang mga pangangailangan ng koridor, at ang napakataas na pagiging sensitibo ng lugar. Kasunod ng kongklusyon nitong kasalukuyang pag-aaral ng PEL, magpapasimula ang Caltrans ng proseso ng pagsusuri ng kapaligiran bilang pinuno ng ahensiya ng California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA).

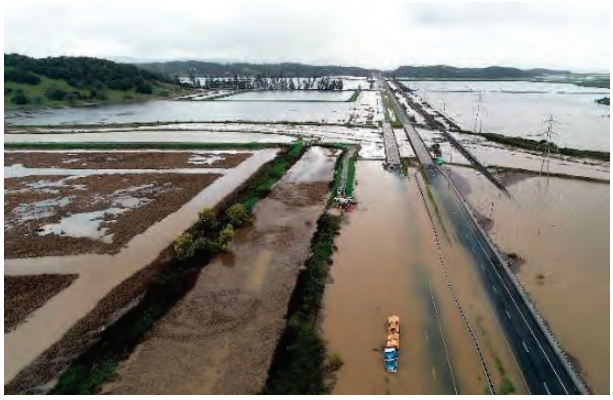
Pagsama sa mga Nakaraang Pagsisikap

Ang Caltrans at mga partner nito sa MTC at ang apat na county ng Marin, Sonoma, Napa, at Solano, ay nakagawa na ng malawak na trabaho at pakikipag-ugnay sa iba't ibang aspeto at mga lugar sa kahabaan ng SR 37 Corridor. Susuriin ng kasalukuyang pag-aaral ng PEL ang impormasyong ito at makikipagtulungan sa mga apektadong sektor para bumuo ng pinagsamang plano upang ipagbigay-alam sa hinaharap na mga pagsisikap ng pagdokumento sa kapaligiran ng Caltrans para sa pangmatagalang proyekto ng koridor ng SR 37.

Ano ang magagawa ng pag-aaral ng PEL?

Ang pag-aaral na ito ay nakatayo sa kasalukuyang gawain upang makabuo ng mga pangmatagalang alternatibo na tumutugon sa mga pangangailangan ng koridor. Magreresulta ito sa isang plano ng pagpapatupad na nagpapahintulot sa mga proyekto na lumipat sa isang makabagong proseso ng pagsusuri ng kapaligiran, na tinutugunan ang sumusunod na mga aytem:

1. **Pagtatasa ng Koridor:** matasa ang mga opsyon ng korridor sa pamamagitan ng paggamit ng mga nakaraan at kasalukuyang pag-aaral at disenyo, kabilang ang konsiderasyon sa mga hadlang sa kapaligiran gaya ng pagtaas ng lebel ng dagat, mga pagsisikap sa mitigasyon, at mga kadahilanang pang-ekonomiya.
2. **Layunin at Pangangailangan:** tukuyin ang mga pangangailangan sa transportasyon sa buong koridor at partikular na lugar at magpasya ng mga pamamaraan para sa paghahambing ng mga alternatibo.
3. **Pagbuo at Pagtaya ng mga Alternatibo:** bumuo at magtaya ng mga potensiyal na alternatibo at magtasa kung gaano nito matutugunan nang mabuti ang natukoy na mga pangangailangan, kabilang ang mga alalahanin sa kapaligiran sa paligid ng SLR at San Pablo Baylands.
4. **Plano ng Pagpapatupad:** bumuo kung paanong ang mga alternatibo ay maaaring mahati, mapondohan, at maipatupad ayon sa naglalabanang mga prayoridad ng rehiyon at ng buong estado.



Saan kayo makakalahok?

Mga Pampublikong Pulong:
Mayo 26, 2021. Taglagas 2021. Tagsibol/Tag-init 2022.

SR 37 Website:
https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects

Kontak na Impormasyon ng Caltrans:
Email: StateRoute37@dot.ca.gov
Phone: (510) 286 1204

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MT · TAM Transportation Authority of Marin · NVTA Napa Valley Transportation Authority · SCTA Sonoma County Transportation Authority · STA Solano Transportation Authority ...working for you! · Caltrans

ISANG CORRIDOR, ISANG TEAM, MARAMING SOLUSYON

Townhall PowerPoint Presentation Slides

RESILIENTSR37

MT · TAM Transportation Authority of Marin · scta Sonoma County Transportation Authority · NVTA Napa Valley Transportation Authority · STA Solano Transportation Authority · Caltrans

SOLUTIONS, STRATEGIES AND YOUR ROLE IN SHAPING HIGHWAY 37'S FUTURE

AGENDA

- **Short-Term Fixes**
  - Flood Relief
  - Congestion Relief
- **Long-Term Solutions**
- **Public Input and Next Steps**

CALTRANS BAY AREA: *SR37 Owner – Operator – NEPA & CEQA Environmental Lead*

Detour Routes Over 40 Miles Long

State Route 37 is a 21 Mile Regional Link Connecting Marin, Sonoma, Napa and Solano Counties

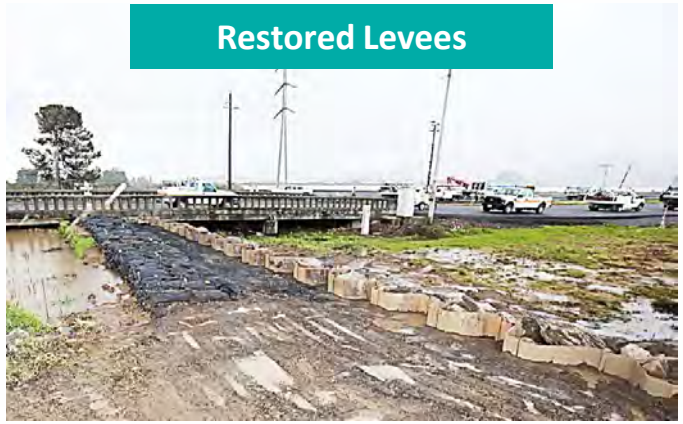
SHORT TERM SOLUTIONS: *Flood Relief*

Constructed Flood Wall

Added Drainage

Repaired & Paved Low Spots

Restored Levees



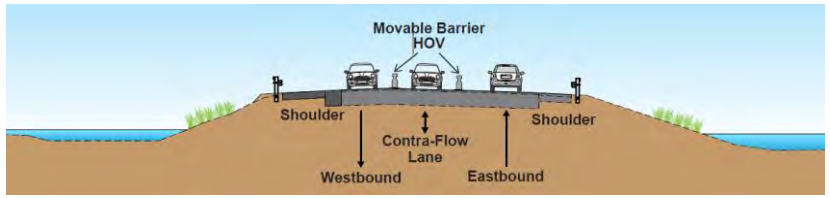
Controlled Flood Water

Raised Pavement

Marin: Flood reduction between US 101 and SR 121

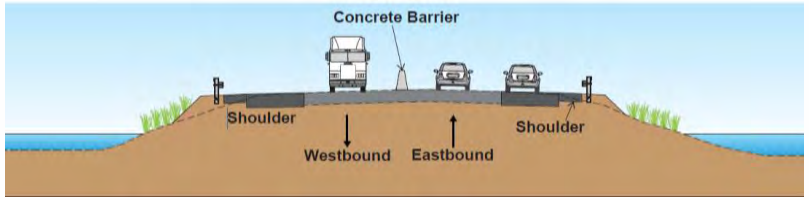
- Addresses recurring flood due to seasonal rain and high tide events
- Preliminary engineering and environmental review is anticipated to be complete by Early 2023
- Public Scoping Fall 2021

SHORT-TERM SOLUTIONS: *Congestion Relief*



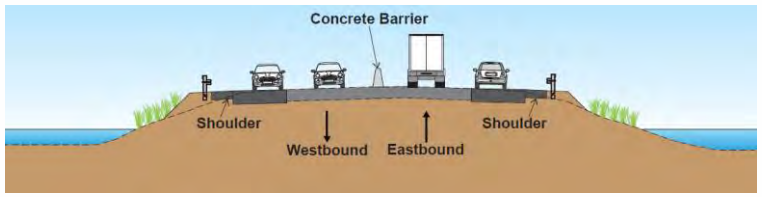
ALTERNATIVE 1:

3-Lane Contra-Flow (HOV Lane) with Movable Median Barriers



ALTERNATIVE 2:

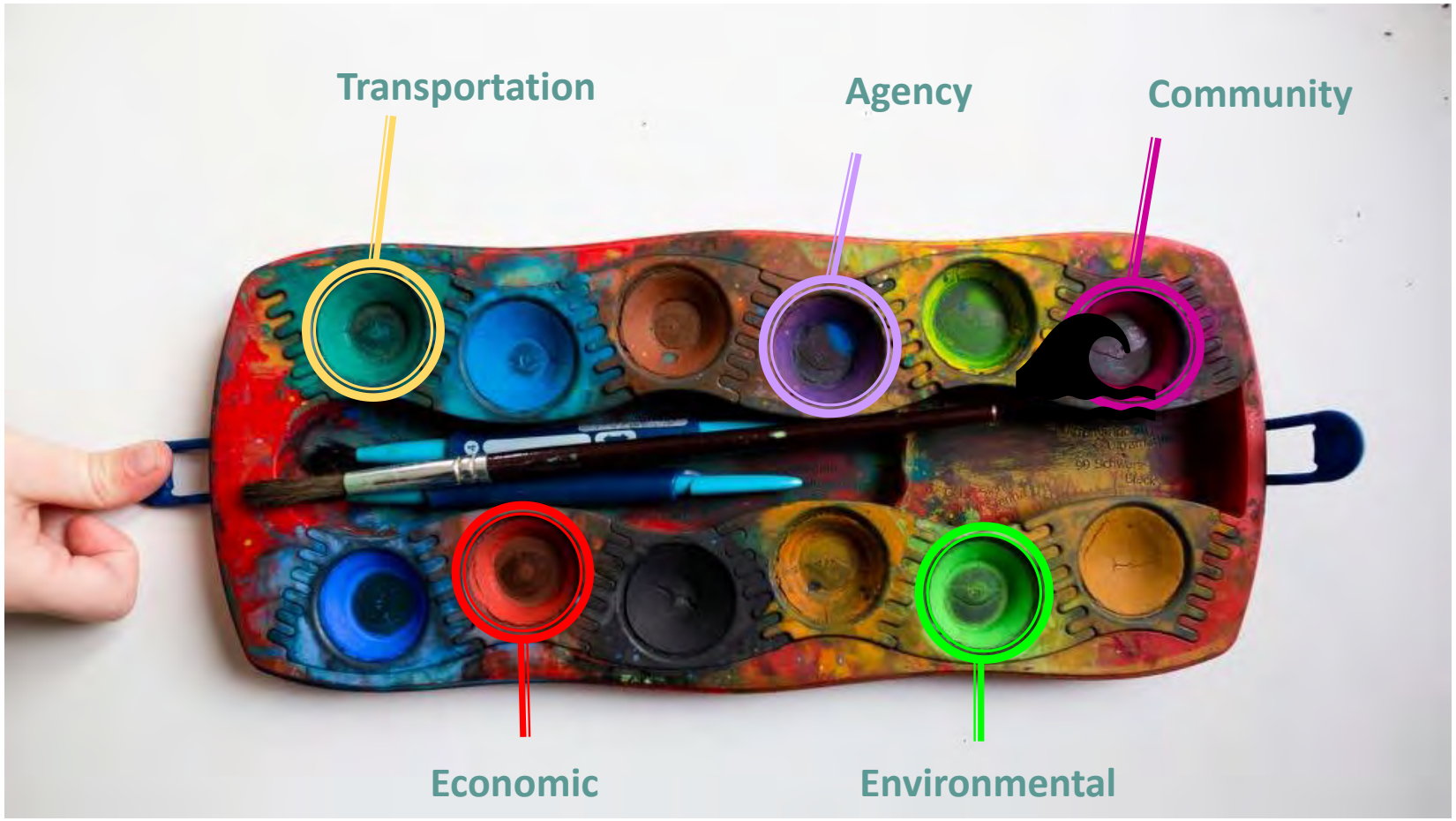
Part-Time Use HOV Lanes



ALTERNATIVE 3:

4-Lane Highway (with HOV Lanes)

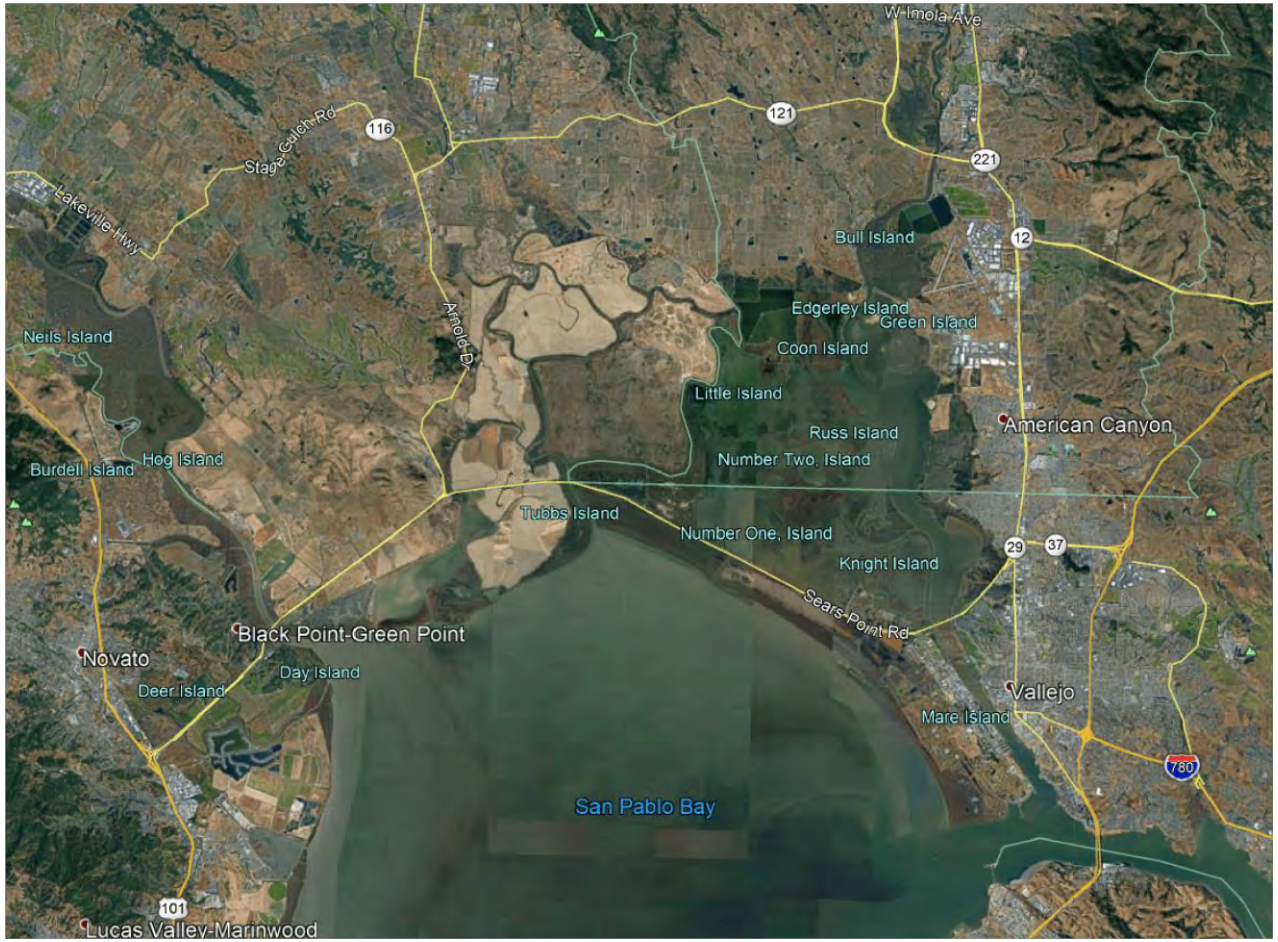
LOOKING FORWARD: *Planning & Environmental Linkages (PEL) | May 26, 2021 Public Outreach*



- Travel Patterns
- Congestion
- Sea Level Rise
- Environmental Regulations
- Transit, Multi-Modal
- Agency Coordination
- Community Expectations

LONG-TERM PLANNING

ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*



ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*

Flood Protection

ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*

Flood Protection

Wetland Preservation

ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*

Flood Protection

Transit Options

Wetland Preservation

ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*

ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*

Flood Protection

Transit Options

Maintaining Access

Wetland Preservation

Bicycle and Pedestrian Paths

ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*

Flood Protection

Transit Options

Maintaining Access

Recreational Opportunities

Wetland Preservation

Bicycle and Pedestrian Paths

ISSUES AND OPPORTUNITIES: *One Corridor, Many Solutions*

Flood Protection

Transit Options

Maintaining Access

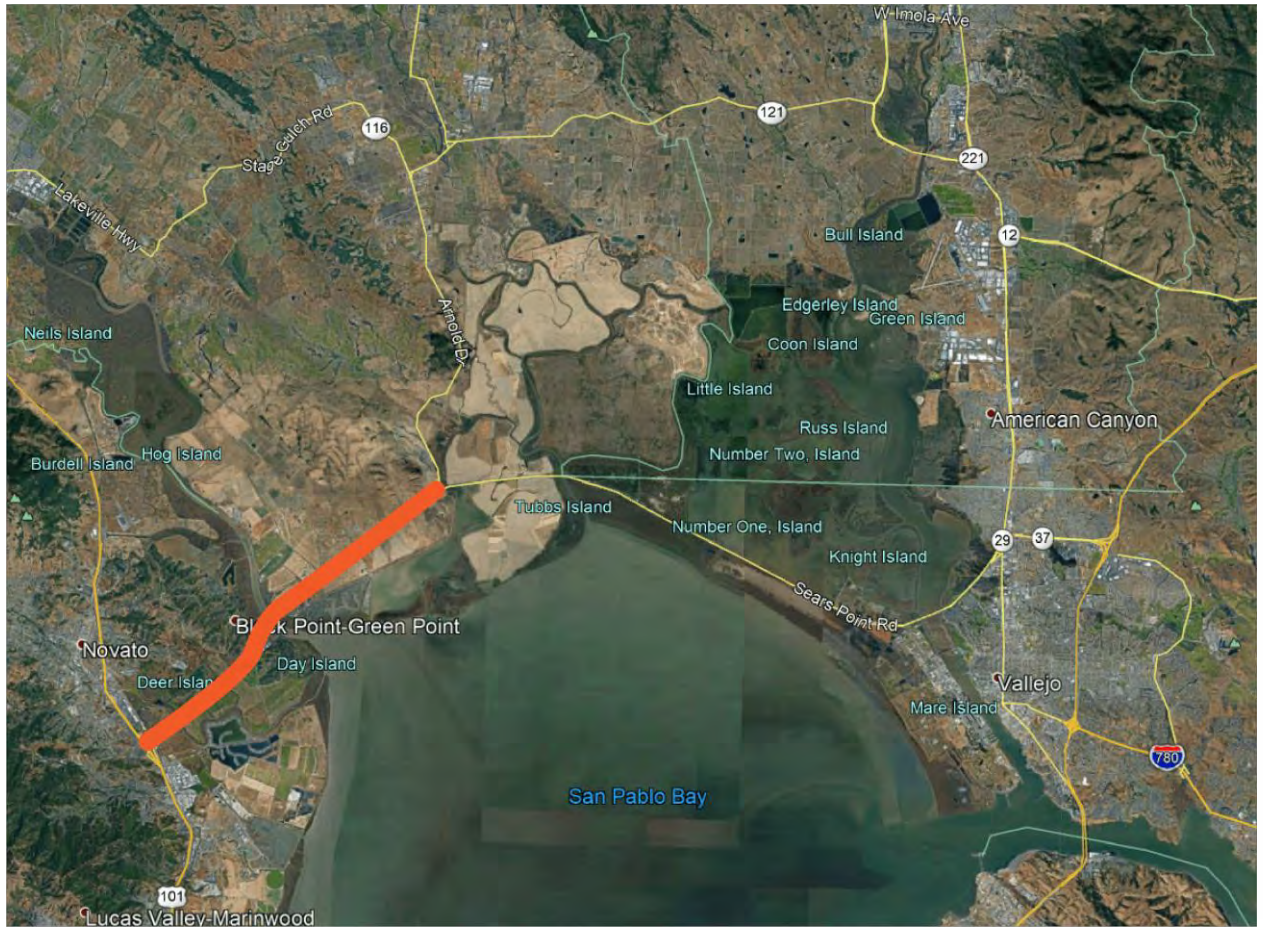
Reliability
Enhance the Environment
Reduce Congestion
Plan for Sea Level Rise
Safe Access
Prevent Flooding
Transit Opportunities
Bicycle Access
Recreation Opportunities
Equity

Wetland Preservation

Bicycle and Pedestrian Paths

Recreational Opportunities

ONE TEAM PLANNING TOGETHER – *Both focused and corridor-wide studies*



US 101 – SR 121 DESIGN ALTERNATIVES ASSESSMENT

ONE TEAM PLANNING TOGETHER – *Both focused and corridor-wide studies*

US 101 – SR 121 DESIGN ALTERNATIVES ASSESSMENT

SR 121 TO MARE ISLAND DESIGN ALTERNATIVES ASSESSMENT

ONE TEAM PLANNING TOGETHER – *Both focused and corridor-wide studies*

- **US 101 – SR 121 DESIGN ALTERNATIVES ASSESSMENT**
- **SR 121 TO MARE ISLAND DESIGN ALTERNATIVES ASSESSMENT**
- **COMPREHENSIVE MULTIMODAL CORRIDOR PLAN**

ONE TEAM PLANNING TOGETHER – *Both focused and corridor-wide studies*

- US 101 – SR 121 DESIGN ALTERNATIVES ASSESSMENT
- SR 121 TO MARE ISLAND DESIGN ALTERNATIVES ASSESSMENT
- COMPREHENSIVE MULTIMODAL CORRIDOR PLAN
- PLANNING AND ENVIRONMENTAL LINKAGE

WE WANT YOUR HELP IN FORMULATING THE DRAFT PROJECT PURPOSE

THE PURPOSE STATEMENT MIGHT INCLUDE:

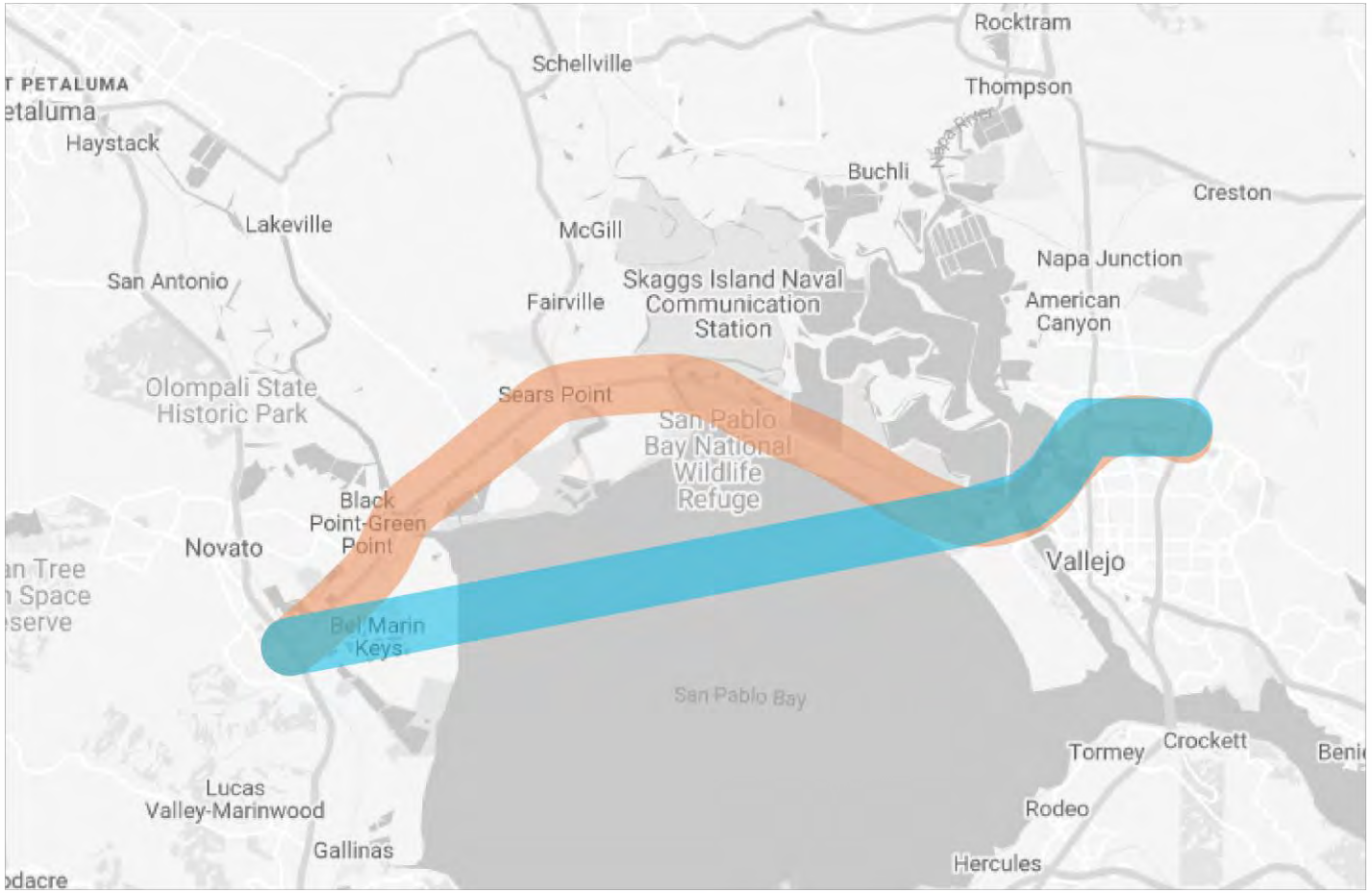
- Preserving a critical transportation corridor that is resilient for the long-term
- Improving multi-modal & high-occupancy options
- Improving travel time reliability
- Improving accessibility
- Integrating with existing and future habitats for mutual benefit in adaptation and resilience to rising sea level rise

What are your thoughts?

THERE'S AN OPPORTUNITY TO CONSIDER A RANGE OF ALTERNATIVE ALIGNMENTS

ON THE CURRENT ALIGNMENT

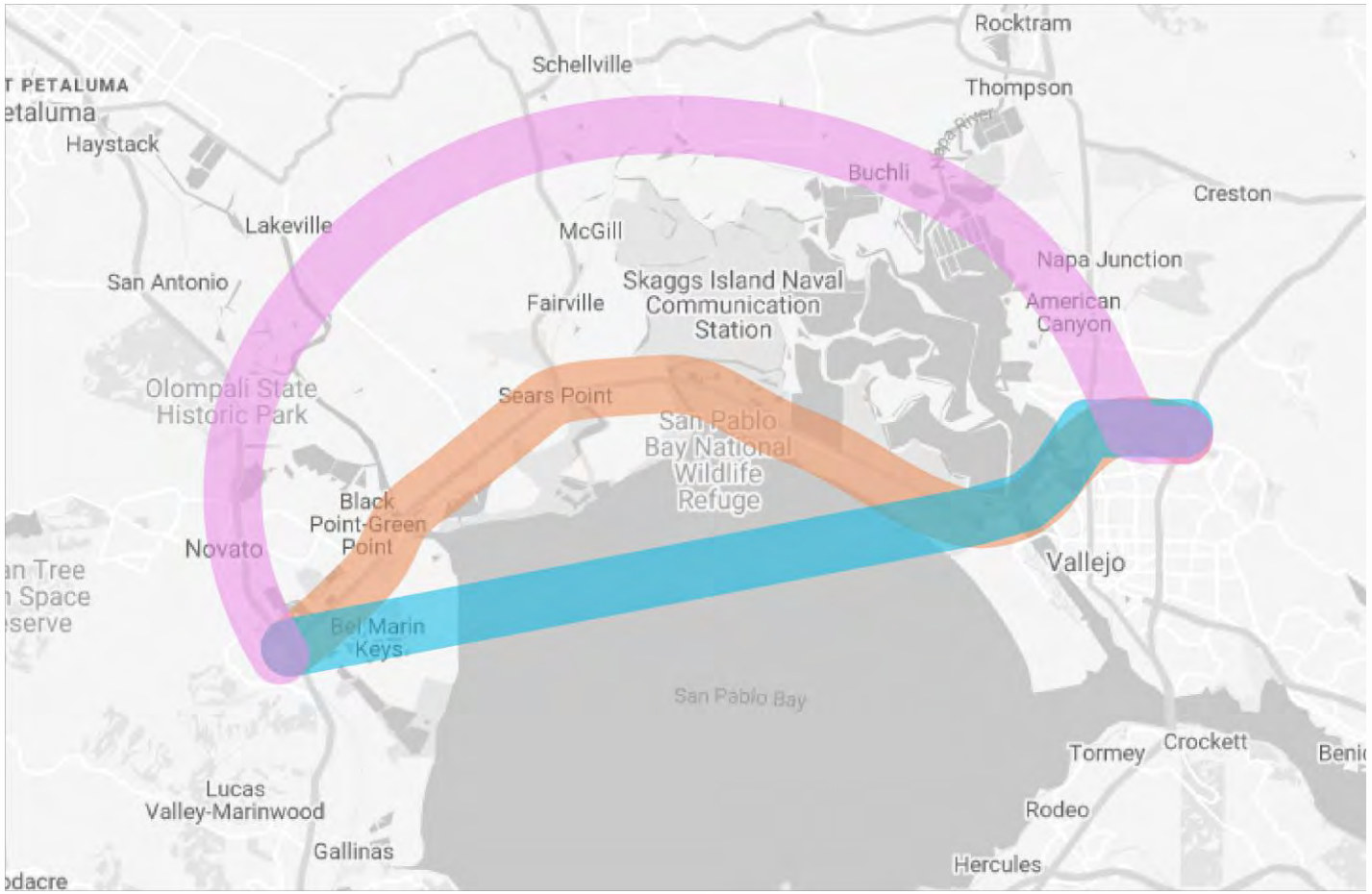
THERE'S AN OPPORTUNITY TO CONSIDER A RANGE OF ALTERNATIVE ALIGNMENTS



ON THE CURRENT ALIGNMENT

AN OVER-WATER ALIGNMENT

THERE'S AN OPPORTUNITY TO CONSIDER A RANGE OF ALTERNATIVE ALIGNMENTS



ON THE CURRENT ALIGNMENT

AN OVER-WATER ALIGNMENT

OR A NEW ALIGNMENT?

WHAT CONSIDERATIONS SHOULD SHAPE THE RANGE OF SOLUTIONS?

- Protecting and Enhancing Natural Resources
- Minimizing Impacts on Existing Uses
- Providing Mobility Options
- Managing Costs and Ability to Fund
- Addressing Users Needs

HELP SHAPE THE DEVELOPMENT OF THE RANGE OF ALTERNATIVES: *Fill out our questionnaire*

What safety issues concern you?

How can we move more people without causing more congestion?

Where should the Ultimate highway 37 be aligned?

Where can we add bicycles and pedestrian paths?

www.Resilient37.org/Questionnaire

PROCESS STEPS AND TIMELINE EXPECTATIONS

See your input in every step of the way….

PROCESS STEPS AND TIMELINE EXPECTATIONS

See your input in every step of the way….

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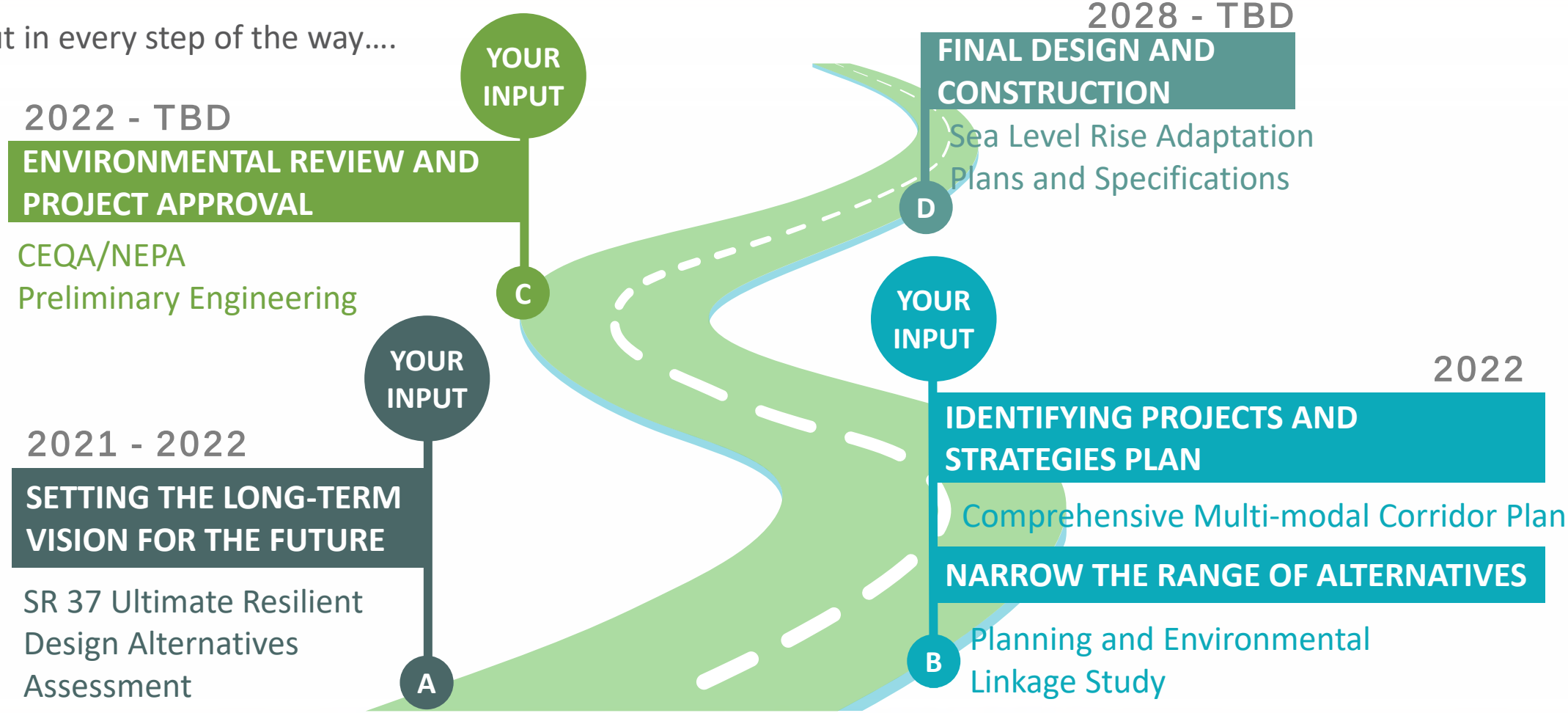


THERE ARE MULTIPLE OPPORTUNITIES TO PROVIDE YOUR INPUT

Attend Caltrans Hosted Public Meetings:

Corridor-wide PEL
Wednesday, May 26th, 2021
5:30 pm – 7:30 pm
and
Flood Reduction Project Public Scoping - August 2021

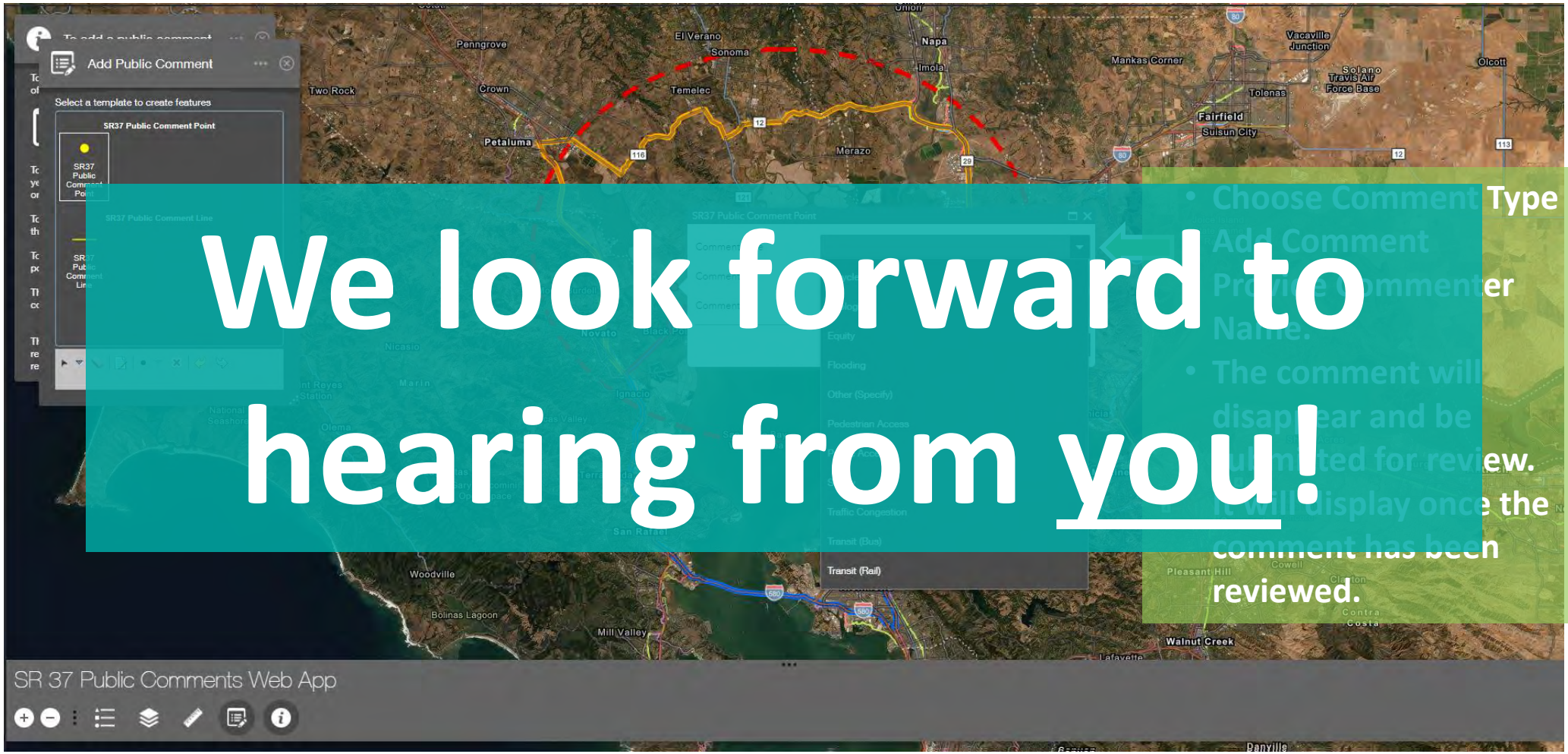
Show us where you have an interest or concern
www.Resilient37.org

Provide a comment or sign up for email blast updates
Email: StateRoute37@dot.ca.gov

Leave a comment via Highway 37 Public Information Phone Number
(510) 286-1204

Take a survey
www.Resilient37.org/Questionnaire

SR 37 PUBLIC COMMENTS WEB APP



We look forward to hearing from you!

TIME FOR PUBLIC INPUT

TIME TO HEAR FROM YOU!

SUBMIT YOUR QUESTIONS:
StateRoute37@dot.ca.gov

Flyer and distribution list: (Needs to be formatted, translated and distributed through all channels

RESILIENTSR37

Think of Highway 37 as more than just a commute! *The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to raising tides. But it will also require balancing transportation needs with protecting and enhancing sensitive marshland habitats. And planning a long-term solution presents an opportunity to provide future bicycle, pedestrian, transit and carpool options.*

Get Involved in planning Highway 37: Resilient, reliable, safer and built to last for all travelers!

To learn more about the planning processes and how to provide your valued input:

Watch this YouTube Video: https://www.youtube.com/watch?v=3umF5VmfBu4

Attend a Live Virtual Meeting (see www.Plan37.com for more details):

Senators Mike McGuire & Bill Dodd host a Town Hall Meeting: Thursday, April 15th, 6:00 pm – 7:30 pm

Corridor-wide Planning and Environmental Linkages Public Meeting: Wednesday, May 26th 5:30 pm – 7:30 pm

Take a Survey/ Fill out the questionnaire:
www.Resilient37.org/Questionnaire

Show us where you have an interest or concern:
www.Resilient37.com/SR37Map

Provide a comment or sign-up for updates:
StateRoute37@dot.ca.gov

***Call the Highway 37 Public Information* Line:**
(510) 286-1204

(Insert boilerplate language on translations requests here)

One Corridor – Multiple Solutions: Highway 37 requires a suite of short, interim, and longer-term solutions.

MT · TAM Transportation Authority of Marin · NVTA Napa Valley Transportation Authority · SCTA Sonoma County Transportation Authority · STA Solano Transportation Authority . . . working for you! · Caltrans Bay Area

RESILIENTSR37

A Future Highway 37 Begins with a Comprehensive Multimodal Corridor Plan

Whether you commute everyday using Highway 37 or use the roadway to view the wildlife resources, the many challenges facing Highway 37 will concern you. The Comprehensive Multimodal Corridor Plan (CMCP) is being developed in a collaborative effort between MTC, Caltrans, and the four northern Counties: Marin, Sonoma, Napa, and Solano — and they need your input. Although there are many issues facing Highway 37 sustainability — sea level rise, growing traffic needs, limited accessibility, and equity solutions in transportation options — there are also many exciting opportunities and possibilities for Highway 37. These solutions will include:

- Highway safety and congestion relief improvements
- Multimodal options including bicycle, pedestrian, and transit, as well as transit-supporting projects such as park-and-rides and bus stops
- Reconstruction to avoid flood-related closures and to meet earthquake standards
- Public Access improvements along Highway 37

This future cannot be built overnight. The CMCP will outline the short-term, medium-term, and long-term projects, strategies, and funding priorities for improvements along Highway 37. To be competitive for limited transportation funding,

the CMCP must document how the planned improvements address federal and state transportation planning objectives, including multimodal considerations, social equity, climate change, goods movement, economic development, and return on investment. To learn more about how projects can be eligible for SB-1 Solutions for Congested Corridors Program Guidelines grant funding, visit **www.catc.ca.gov/programs/sb1/Solutions** for Congested Corridors Program (SCCP) | CTC (ca.gov). A critical element is collecting public input on the selection, prioritization, and implementation of projects within the corridor.

It's One Corridor – Many Solutions

Your ideas will help shape these potential solutions. The Project team has developed a survey to assist in collecting information in a focused format.

Complete the Survey to Help Plan 37:
www.Resilient37.org/Questionnaire

For more methods of engagement, visit
www.Resilient37.org

Get involved in planning Highway 37:
resilient, reliable, safer and built to last for all travelers!

¿El inglés es tu segundo idioma? ¿Necesitas que alguno de nuestros documentos sea traducido? ¿Necesitas que esté presente un intérprete que hable tu idioma en nuestras reuniones? ¡Nosotros podemos ayudar! Puedes solicitar ayuda llamando al 415.778.6757.

英語是你的第二語言嗎? 你需要我們翻譯其中一份文件的內容嗎? 在出席我們召開的其中一次會議上，你需要一位會講你的語言的傳譯員嗎? 我們可以提供幫助! 你可以致電415.778.6757。

One Corridor – Multiple Solutions: Highway 37 needs solutions that are built to last!

MT · TAM Transportation Authority of Marin · NVTA Napa Valley Transportation Authority · SCTA Sonoma County Transportation Authority · STA Solano Transportation Authority ...working for you! · Caltrans

RESILIENTSR37

MARIN • SONOMA • NAPA • SOLANO

ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS

Think of Highway 37 as more than just a commute! The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to rising tides. It requires balancing transportation needs with protecting and enhancing sensitive marshland habitats. It also presents an opportunity to provide future bicycle, pedestrian, transit, and carpool options.

Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers! To learn more about the planning processes and how to provide your valued input:

Watch this YouTube Video:
https://www.youtube.com/watch?v=3umF5VmfBu4

Attend a Live Virtual Meeting:
https://sd02.senate.ca.gov/video

Senators Mike McGuire & Bill Dodd host a Town Hall Meeting:
Thursday, April 15
6–7:30 p.m.

Corridor-wide Planning and Environmental Linkages Public Meeting:
Wednesday, May 26
5:30–7:30 p.m.

Take a survey/Fill out the questionnaire:
www.Resilient37.org/Questionnaire

Show us where you have an interest or concern:
www.Resilient37.org/SR37Map

Provide a comment or sign up for updates:
StateRoute37@dot.ca.gov

Call the Highway 37 Public Information Line:
(510) 286-1204

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Public Engagement Summary Introduction

The Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), and transportation agencies for Marin, Napa, Solano and Sonoma counties are collective referred to as 'One Team'. The One Team is working together to develop long-term solutions for the SR 37 corridor. The motto for this long-range planning process is "*One Corridor, One Team, Many Solutions*". The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to raising tides. But it will also require balancing transportation needs with protecting and enhancing sensitive marshland habitats. And planning a long-term solution presents an opportunity to provide future bicycle, pedestrian, transit and carpool options. One Team has collaborated to gather stakeholder and public input on the Project purpose, important considerations in evaluating the Project and the range of alternatives that should be considered during this long-range planning process.

Public Outreach Efforts

During the Spring 2021 Public Outreach effort, there were three studies concerning SR 37 long-range planning efforts seeking public input. These were:

- The Congestion Management Comprehensive Plan
- The SR 37 Ultimate Sea Level Rise Resilient Design Alternative Analysis, US 101 to SR 121
- The Planning and Environmental Linkage

While each study has unique objectives, they all overlapped in the need to gather public input on the long-term vision for SR 37 corridor. For this reason, many of the public outreach efforts were highly collaborative. From approximately April through late June 2021, the One Team engaged the public through the development of:

- Public announcements
- Virtual public meetings
- Creation of a unified website highlighting all the planning efforts www.resilient37.org
- Interactive Corridor Mapping Tool: State Route 37 Public Comment Web App (arcgis.com)
- Questionnaire: Highway 37 between US Highway 101 to Interstate 80 Questionnaire Survey (surveymonkey.com)
- Established Project email (StateRoute37@dot.ca.gov) and Project phone line (510) 286-1204)

A copy of the Resilient37.org and each of web-posted materials are provided in **Attachment 2** to this document. All posted materials were translated into Spanish and Tagalog languages or the electronic platform offered a language selection option for persons accessing via the computer. Notifications announcing Project information, public meeting dates and interest in receiving public input were sent through an email blasts through each of the agency partner's distribution lists, posted on social media and highlighted in the Sears Point Raceway electronic sign.

The following outreach channels were used to promote the public engagement:

- TAM, SCTA, NVTA, and STA websites
- TAM, SCTA, NVTA, and STA commissions' mailing lists
- SR 37 Facebook page
- Caltrans SR 37 website

- E-blasts to the SR 37 mailing list and TAM, SCTA, NVTA, and STA distribution lists
- Targeted communications with local Cities to send notices out to their distribution lists

Two public meetings were held:

- Senators Mike McGuire & Bill Dodd host a Town Hall Meeting: Thursday, April 15 6–7:30 p.m.
- A Corridor-wide Planning and Environmental Linkages Public Meeting: Wednesday, May 26 5:30–7:30 p.m.

This remainder of this public outreach provides a summary of information obtained through each of the information gathering efforts, beginning with public meetings, the interactive corridor mapping tool and the questionnaire. While persons were provided an opportunity to email or phone to verbalize their inputs, at the time of this summary, no emails had been provided – only one phone call, the transcript of which is attached this summary document.

Public Meetings:

In-persons public meetings were avoided to respect California's efforts to reduce the spread of COVID-19 and the associated stay-at home order and limit gathering. This summary is limited to two public meetings that were arranged and orchestrated specifically for the three planning efforts, however MTC, Caltrans and representative elected officials from the four north San Francisco Bay Counties held a SR 37 Executive Steering Committee meetings that are also open to the public. Periodic presentations on the planning studies are offered and the committee opens these agenda items for public comment.

Townhall Meeting, April 15, 2021

Meeting Venue: The townhall meeting was streamed through the Zoom virtual-meeting platform application as well as links provided in Facebook and YouTube. Meeting invitations were posted though email notifications, posting on the SR 37 Project website Resilient37.org and notifications via Senators McGuire and Dodd's websites and distribution channels.

Meeting Format: The meeting began with salutations from both senators and welcome from the Caltrans District 4 Director, Dina El-Tawansy. The meeting provided an overview of current work underway, status of interim projects under study to relieve traffic congestion and short-term flood protection strategies. A video about the SR 37 corridor described the need for longer-term solutions to address ultimate threats of sea level rise, interests in alternative modes and public access for bicycles and pedestrians. Following the video, Senators introduced several representative council members from each of the north San Francisco Bay counties as well as Caltrans representatives who would assist in responding to public comments and questions. A recording of the meeting is available via: Video Gallery | Senator Mike McGuire (ca.gov) or Highway 37 Town Hall - YouTube. To date the Facebook post has been view 2,300 times and the YouTube version has been viewed 876 times, in addition to those who attended the live presentation.

Public input: Fewer than 40 comments were received via Project email and the Senator McGuire's office during the public meeting. These comments were read aloud and responded to be representative panelists. Several comments were combined when they listed common themes. Issues that were raised and discussed included:

- Inclusion of rail along SR 37
- Process for notifying property owners during or prior to construction
- A need for an overpass to resolve congestion at the SR 37 and SR 121 intersection

- Several inquiries about the interim congestion relieve project between SR 121 and Mare Island and the range of alternatives under consideration
- Flooding threat to Mare Island ad throughout the corridor
- Desire to maintaining public access as well as need to continue preservation and restoration efforts for adjacent marsh lands
- Concerns about how to pay for needed improvements and how tolling might affect regular commuters
- Multi-modal options under consideration
- Design to accommodate emergency service access needs
- Recurring theme: Need to accelerate the process to advance solutions

Corridor-wide Planning and Environmental Linkages Public Meeting

Meeting Venue: The meeting was streamed through the Zoom virtual-meeting platform application. Meeting invitations were posted though email notifications sent out by the One Team partner agencies, posting on the SR 37 Project website Resilient37.org and an electronic notification on the Variable Message Sign owned by the Sears Point Raceway located at the corner of SR 121 and SR 37.

Meeting Format: The meeting began with instructions on how to interact via the zoom platform and welcoming statements from Senator Dodd, Executive Director at MTC, Therese McMillan, and Caltrans District 4 Director, Dina El-Tawansy. Caltrans representatives presented a series of five modules, each ending with a survey question that persons could fill out live during the public meeting. The modules consisted of:

1. Public introduction to the SR 37 PEL Study
2. Background on the SR 37 corridor
3. Draft Purpose statement and goals
4. Alternatives development and public input on conceptual alignments
5. Questions and answer opportunity with the agency panel

The presentation closed with a description of next steps for the development of the SR 37 Project development process.

Public Input: Polling questions included asking about the person's role in the PEL effort; how they heard of the meeting; degree of familiarity with planning processes, top issues of concern for SR 37; and what considerations should shape the range of alternatives.
Comments were primarily received electronically though a question-and-answer function of Zoom application. Issues that were raised and discussed included:

- Inquiry about providing rail transit
- Concerns about tolling with emphasis on it being a regressive tax
- A desire to maintain access to Tubbs Island and other currently publicly accessible locations, including the Bay Trail
- A call to work with property owners in the development of alternatives
- Include consideration for how the alternative will impact traffic on SR 29 in American Canyon
- An interchange or flyover lanes are needed at SR 121
- A desire to plan for a 100-year horizon since the Project will be expensive, built it to last
- How will this project consider how SLR affects other areas of the Bay
- Include the consideration of ferry service from Marin to Vallejo

Interactive Web Mapping Tool

The Project website provides a link to an interactive web mapping tool that allows the viewer to select different data layers and provide observations, route suggestions or comments at specific geographic locations. Available data to turn on and off range from geographic and ecological data (waterbodies, habitat types, protected sensitive habitat areas) to land use features to demographic data. The map also shows the current comments so that those using the tool can see and react to previously place comments or suggestions. Figure 1 below is a screenshot showing some of the alternative alignments and comments place with a yellow dot on the map.

Figure 1: Screenshot of the Interactive Web Mapping tool

The Interactive Web Mapping tool has been available for commenting since April 6, 2021. Comment received through June 11 include:

- Several across San Pablo Bay alignments for consideration
- Consider allow motorcycles to use shoulders for safety purpose
- A roundabout is suggested for SR 121 intersection with SR 37
- Suggest raising the portion of SR 37 between SR 121 and Mare Island to prevent flooding
- Suggest a causeway/ bridge for the entire length
- Extend lanes to address congestion on weekends
- Elevated rail tracks should be included in the structure to replace current rail row which is threatened by SLR

The following comments were located outside the SR 37 corridor noting traffic congestion on routes north of SR 37 due to diversions or traffic from SR 37. These consist of:

- Enlarge SR 116 to 4 or 6 lanes to address congestion in this area especially during work on 37
- Diverting 37 PM Peak traffic does not yield to Adobe Traffic causing back up on both Stage Gulch and Adobe
- Convert the intersection of Napa Road and Fremont Dr to a roundabout

Questionnaire

The One Team developed an online survey to collect input from a broad diversity of SR 37 users. The objective of the survey is to understand public's perception of the major issues, important considerations in developing and evaluating alternatives, what should be integral in the future planning of SR 37 and priorities for improvements or alternatives. The survey was open to the public between April 10 and June 11th, 2021. During the two-month period, a total of 469 responders filled out approximately 77% of all questions in the survey. Of the 22 questions in the survey, five questions were follow-up questions allowing the respondent space to further explain their answers.

The Questionnaire was generally organized around the following 5 themes:

1. General Information about the Responder
2. Obstacles on SR 37 and How the Obstacles have Affected Travel Patterns
3. Interest in Multi-modal Options
4. Public Access and Wildlife Preservation
5. Evaluation and Development of Alternatives

This table lists the questions included under each theme:

Theme	Survey Questions

General Information about the Responder	• Please indicate your role in the Highway 37 planning. • Which community do you live in or nearby? • Where are you most frequently traveling to? • How often do you normally (non-COVID-19 period) travel Highway 37? • What is the purpose(s) for your travel on Highway 37?
Obstacles on SR 37 and How the Obstacles have Affected Travel Patterns	• Which of the following issues (flooding, congestion, recreational, ecosystem resilience, lack of bus, rail transit or bicycle) along Highway 37 concern you? • Please elaborate about the issues most concerning you. • Over the past few years, has your travel on Highway 37 ever been limited? - If yes, what was the issue(s) restricting your travel? • Have you tried to use other routes when Highway 37 is impeded or congested? - If yes, which routes did you use? - If no, please let us know why other routes are inadequate
Interest in Multi-modal Options	• If more modes of travel were offered along the Highway 37 corridor, which would you use? • If transit options were offered, what destinations are you most interested in? • Are you interested in bike/pedestrian paths? - If yes, then what bike/pedestrian path options do you prefer?
Public Access and Wildlife Preservation	• Using the map above, are there access points that are underserved, hard to get to or would benefit from improved accessibility? (Please list) • Are there areas that need to be limited from public access to ensure preservation of the wildlife and sensitive areas?
Evaluation and Development of Alternatives	• To evaluate alternative routes, what issues should be considered in order of priority? • Are there any other issues that you think should be considered in the evaluation of alternative routes? If so, please explain below. • Should alternative routes be considered? - If you feel like an alternative route for Highway 37 would be better, please provide a suggestion. • To make a long-term solution a reality, the State of California would need to seek funding. Which option do you prefer (tolling, pay for express lanes, Means-based tolling, or household transportation tax)?
Other Suggestions	• Are there any other issues or suggestions you would like to be considered for the long-term Highway 37 plan?

Attachment 2 provides the detailed answers and proportionate distribution for the responses received. When applicable, the responders were offered place to expand or include descriptive qualitative answers. These qualitative answers are included in summary format following the tabular charts and tables for the direct answers provided.

Attachment 1: Public Engagement Collateral Materials

Attached please find the following publicly distributed engagement materials in following order:

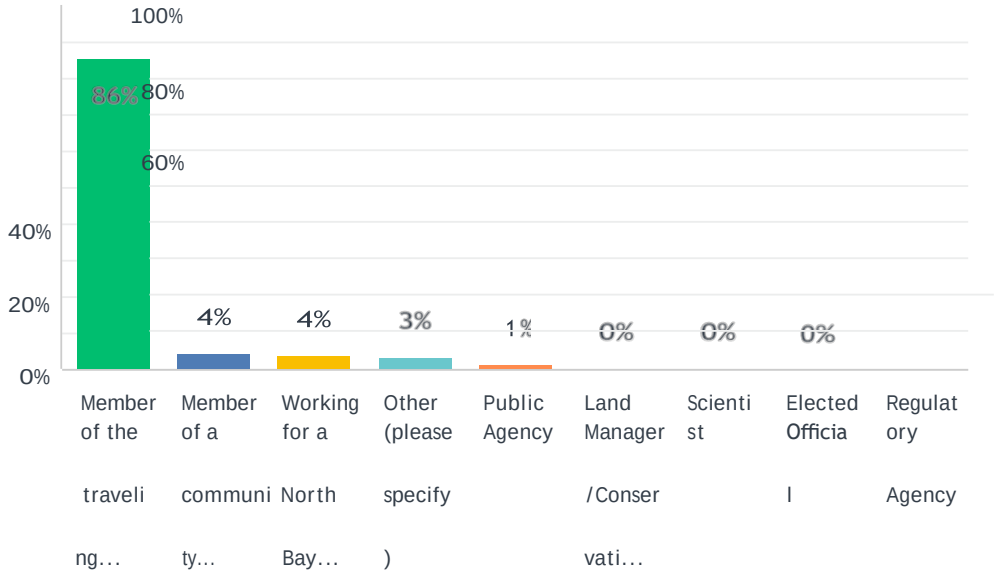
1. Resilient37.org Website
2. Announcements
3. Factsheets (English, Spanish, Tagalog Versions)
4. April 15, 2021 - Townhall PowerPoint Presentation Slides

Attachment 2: Questionnaire Results

The results of the survey are in order of the survey itself. The results include a combination of direct quantitative results from the respondents and when additional input was offered, a digestion of the write-in input is provided. Many questions included another category to capture unanticipated response options. Other questions were specifically formulated to draw out more information from the respondents or to provide an opportunity to elaborate on their answer. The intent of these survey results is to allow the data to be self-evident. The qualitative input is equally valuable and difficult to summarize for easy digestion. As much as possible, the write-in suggestions are exhaustively relayed herein, but grouped or rolled up so as to avoid repetition. The qualitative information will be reviewed to provide the team insights on alternatives, values, prioritization and where emphasis in project development can be most valued.

Q1 ENGAGEMENT: Please indicate your role in the Highway 37 planningeffort

Answered: 467 Skipped: 2

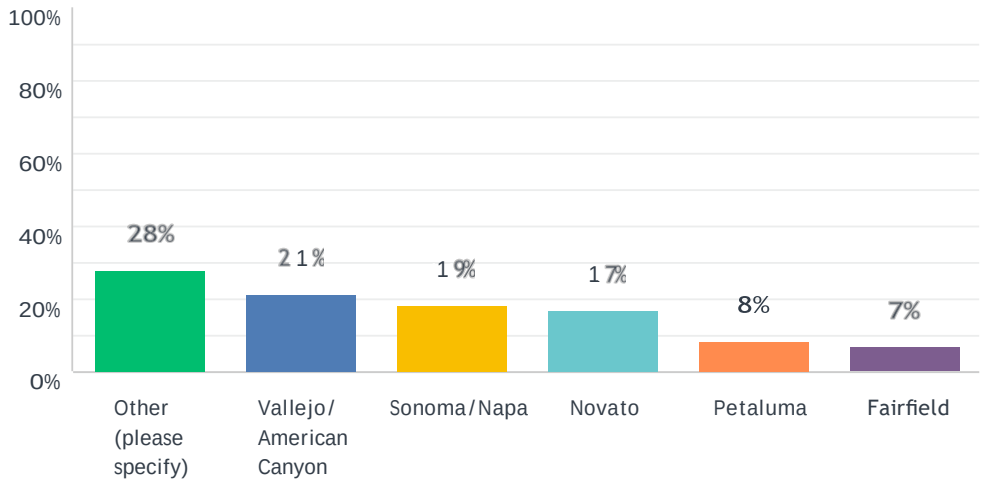


ANSWER CHOICES	RESPONSES	
Member of the traveling public	86%	400
Member of a community organization or environmental organization	4%	20
Working for a North Bay County (Marin, Sonoma, Napa or Solano)	4%	19
Other (please specify)	3%	16
Public Agency	1%	7
Land Manager/Conservation Manager	0%	2
Scientist	0%	2
Elected Official	0%	1
Regulatory Agency	0%	0
TOTAL		467

'Other' Category: Among the 16 persons that selected 'other', five deemed themselves a resident or property owner, five define their commuter using SR 37 and others included an architect, a bicyclist, a community organizer, and a waterfowl hunter. One respondent expressed that this categorization was a potential to screen out responders rather than define themselves.

Q2 RESIDENCE: Which community do you live in or nearby?

Answered: 464 Skipped: 5



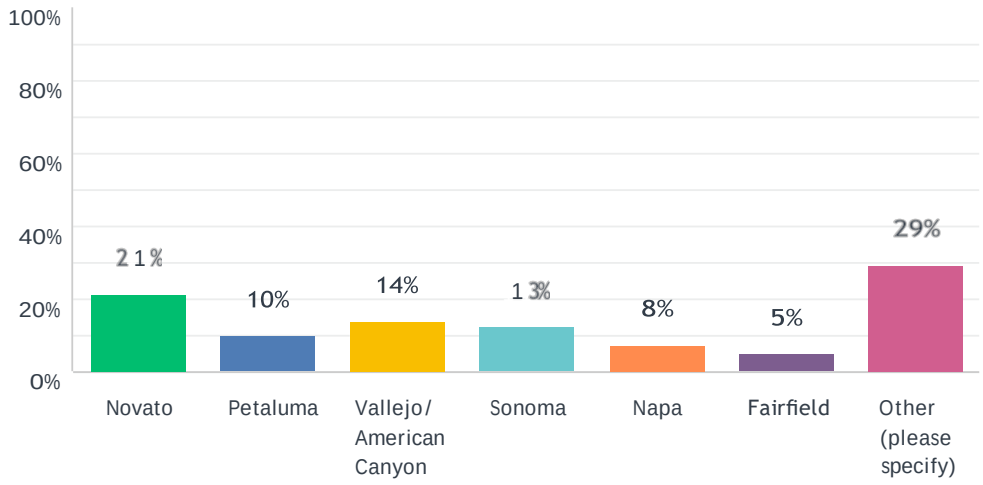
ANSWER CHOICES	RESPONSES	
Other (please specify)	28%	129
Vallejo/ American Canyon	21%	99
Sonoma/Napa	19%	86
Novato	17%	79
Petaluma	8%	39
Fairfield	7%	32
TOTAL		464

'Other' Category: Nearly 1/3 of all respondents did not align their residence with the choices provided. 46 different locations were mentioned. Those that selected 'other' most frequently specified San Rafael/ Marin/ Mill Valley (22), followed by San Francisco (14) and then Sacramento (9). Three respondents from the furthest distance claim to be from Los Banos, Burbank or Humbolt, California. 31 respondents are from the East Bay areas – specifically Alameda and Contra Costa Counties; 28 from communities within Marin County; 22 respondents were from Sacramento, Yolo and Solano Counties. Both the South Bay (San Jose, San Mateo and Santa Clara Counties) and the Northern Sonoma and Napa Counties had 14 respondents each.

Adding these 14 who notated their origins under 'other' to the responses provided for Sonoma / Napa area, that would raise the percentage from 19% to 22%. And grouping Novato with those in referencing 'Marin County' origins would result in a total of 23% rather than only 17% from Novato.

Q3 DESTINATION: Where are you most frequently traveling to?

Answered: 465 Skipped: 4



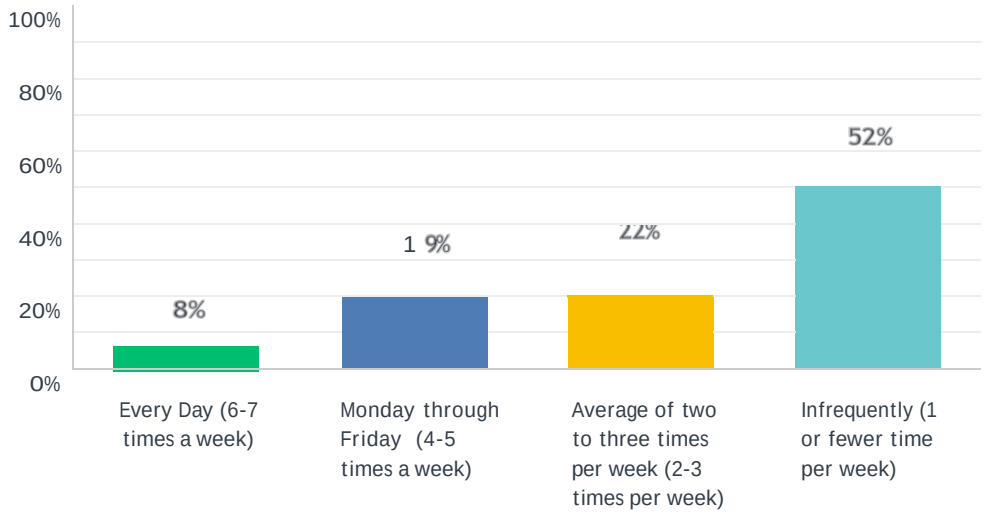
ANSWER CHOICES	RESPONSES	
Novato	21%	99
Petaluma	10%	47
Vallejo/ American Canyon	14%	65
Sonoma	13%	59
Napa	8%	35
Fairfield	5%	23
Other (please specify)	29%	137
TOTAL		465

'Other' Category: By integrating the listed responses included under the 'Other' category, a more proportion representation of the respondent destinations are found in the table below. The table represents each time a location was listed, even if the respondent listed more than one destination. Therefore, the total is larger than the number of respondents who filled out this question. The category of miscellaneous is descriptive of those who were not specific in any way. For instance, they claimed 'wherever the wind blows' or 'around the entire area'.

Destination	Number of times mentioned	Proportion of listing
Destinations along SR 37	4	1%
Marin	139	27%
Sonoma/Napa	184	35%
East on I-80	96	18%
Solano	70	13%
San Francisco	19	4%
East Bay	7	1%
Misc	5	1%
TOTAL	**524**	

Q4 TRAVEL FREQUENCY: How often do you normally (non COVID-19 period) travel Highway 37?

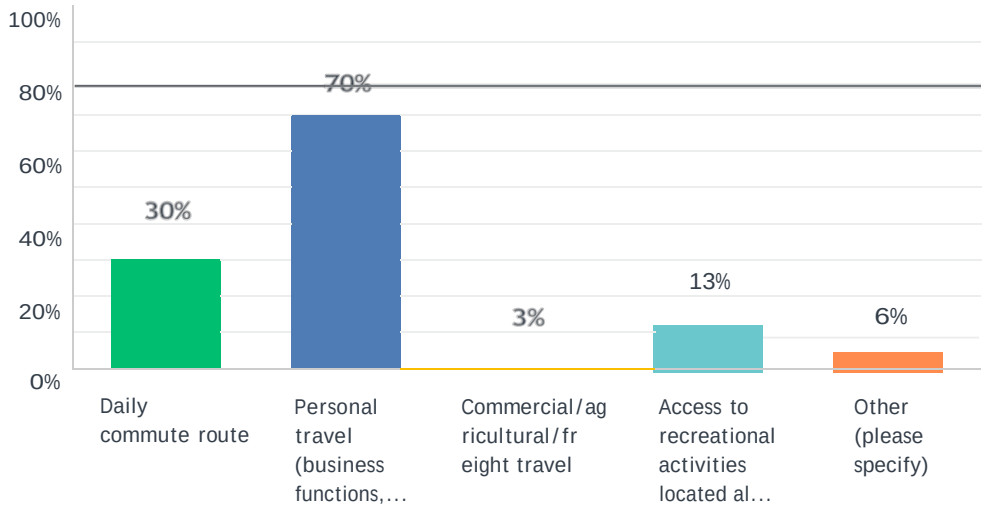
Answered: 467 Skipped: 2



ANSWER CHOICES	RESPONSES	
Every Day (6-7 times a week)	8%	36
Monday through Friday (4-5 times a week)	19%	87
Average of two to three times per week (2-3 times per week)	22%	102
Infrequently (1 or fewer time per week)	52%	242
TOTAL		467

Q5 TRAVEL PURPOSE: What is the purpose(s) for your travel on Highway 37? (select all that apply)

Answered: 467 Skipped: 2

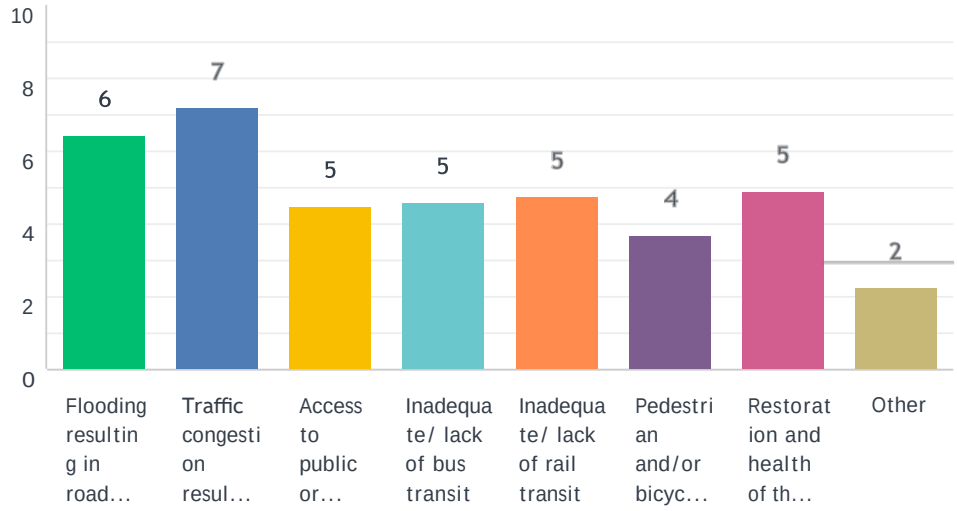


ANSWER CHOICES	RESPONSES	
Daily commute route	30%	142
Personal travel (business functions, entertainment, other recreation, etc.)	70%	328
Commercial/agricultural/freight travel	3%	13
Access to recreational activities located along Highway 37	13%	63
Other (please specify)	6%	28
Total Respondents: 467		

'Other' category: Other reasons for traveling on SR 37 included traveling to see family, recreation, medical appointments, volunteering, evacuation and miscellaneous trips.

Q6 CONCERNS: Which of the following issues along Highway 37 concern you? Please rank your top three concerns in order of concern with #1 being most important. Feel free to elaborate with more specifics below:

Answered: 423 Skipped: 46



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Flooding resulting in road closures (temp/ permanent)	16% 61	51% 194	15% 57	7% 25	4% 14	4% 15	3% 10	1% 2	378	6.44
Traffic congestion resulting in travel delays/unreliable travel times	66% 261	18% 69	5% 21	3% 10	4% 14	2% 7	2% 6	2% 6	394	7.21
Access to public or recreational areas along Highway 37	1% 3	7% 20	28% 74	18% 48	16% 44	15% 40	11% 30	4% 10	269	4.51
Inadequate/ lack of bus transit	5% 13	9% 25	17% 45	25% 67	16% 43	15% 40	11% 29	3% 7	269	4.61
Inadequate/ lack of rail transit	6% 17	15% 43	20% 56	11% 31	21% 60	15% 44	9% 26	3% 10	287	4.75
Pedestrian and/or bicycle access	2% 6	4% 12	12% 33	12% 32	13% 35	28% 76	21% 57	7% 18	269	3.68
Restoration and health of the ecosystem surrounding Highway 37	14% 48	11% 39	25% 85	9% 32	9% 32	7% 25	19% 65	4% 15	341	4.91
Other	5% 12	3% 7	7% 17	3% 7	4% 10	1% 3	8% 19	68% 161	236	2.25

Generally the top three concerns persons ranked as highest concerns were traffic congestion and flooding. Next most important concerns and closely rated included restoration and health of the ecosystem. This topic was frequently the third most frequently listed the first, second and third in priority. inadequate transit (both rail and bus) and Access to public or recreational areas alongHighway 37. Fewest person identified inadequate pedestrian and bicycle access as top rated issue. Respondents use Question #7 to expand on the issues that most concerned them.

Q7 Please elaborate about the issues most concerning you:

Answered: 286 Skipped: 183

Respondents who elaborated on their concerns with SR 37 were primarily those who were frustrated with traffic congestion, delays in their travel. Specifically 138 of the 286 persons respondents for this question focused on congestion. Substantially fewer commented on the lack of transit service or flooding-related concerns. Other representative topics listed included need for improving roadway safety, bicycle access and preserving the ecology.

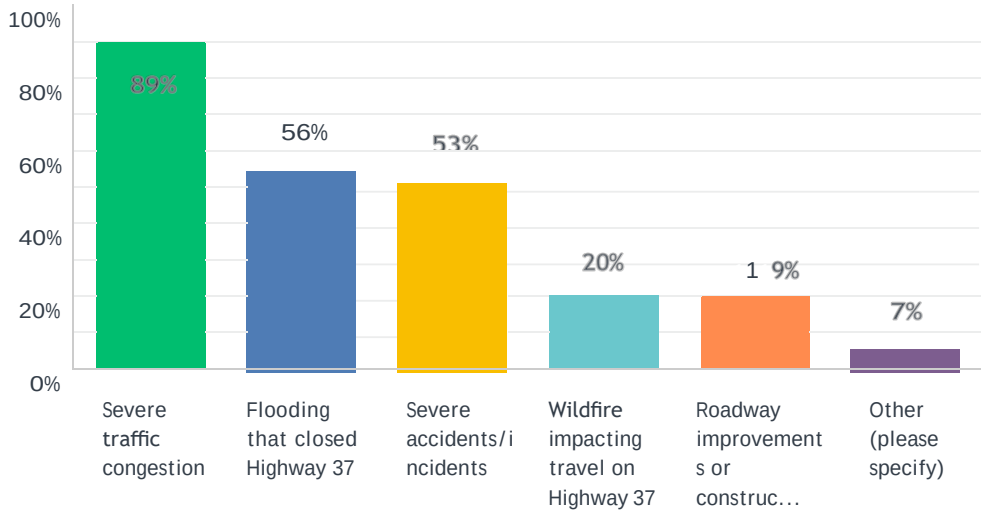
The below table provides a representation of the range of comments received when asked to elaborate about issue of concern. This is not a completely exhaustive list of responses, but it is an exhaustive list of issues listed.

Key Concerns over SR 37	Representative Concerns
Safety	- Big Trucks are blocking/rude/driving in both lane and no chance to give our daily commuit small car - Blockages listed included an Elephant Seal!, raccoon, sea lion on road and stalled trucks that could not be passed. - 37 is a dangerous road to drive. There must be adequate preservation of the environment. - Too many crashes near intersection of 37 and 121 and of 37 and Lakeville Hwy. Backup from Novato to Vallejo .
Congestion and traffic delay	- Congestion due to traffic, floods, etc dictate this problem be finally solved. Have seen this issue over 60 years. Look at all issues(environmental, tolls, etc) then solve it in a finite ant of time. - Congestion is by far the most important concern, as most of my trips on Hwy 37 are weekend or vacation leisure trips that involve a long drive to or from the Sierra or far northern California. Delays caused by Congestion on 37 add significant time to what already are long trips. - Congestion resulting in wasted time and pollution. - Congestion that regularly occurs on eastbound 37 between 101 and 121 not only creates significant delays, but also encourages diversion up Lakeville Road contributing to crashes on that notorious section of county road - Actually, I am concerned about all of these issues, however, traffic Congestion is not only the one that has the greatest personal impact, but it also contributes to unnecessary carbon output. We need to do everything we can to decrease carbon output. Faster more efficient throughput would be one way to do this. Adding public transit options would also be helpful. - Do not use 37 going east after 2:00 in the afternoon due to so much traffic. - When I travel 37, I leave Novato before 1:30 when traffic begins to back up going east and SIT FOR TWO HOURS AND READ A BOOK prior to my monthly dinner meeting. I'd rather sit and read than sit in traffic, but don't you think it's a little ridiculous I have to leave 5 hours early not to get stressed and frustrated just to see my friends once a month?????? Please build a REAL ROAD on Highway 37. People are more important than marsh critters, and I am an environmentalist. - I am a teacher who works in Mill Valley and lives in Fairfield. The traffic is horrible. Most public servants (teachers, police officers, nurses) who serve Marin county can not afford a home in Marin county so we commute and sit in traffic for hours. Please help to solve this issue. - My frequent afternoon route is eastbound on 37 from 101 to 121. Afternoon eastbound traffic on 37 leading up to Sears point frequently makes Lakeville Road to 116 a faster route for me. However, Lakeville Rd is slower, seems less safe, and also seem to be a less fit place to divert heavy traffic. People driving my intended route are basically caught in traffic that is really a backup for the Sear's point to Mare section of 37. If there was a way to let this traffic bypass it would be helpful and keep Lakeville road from becoming overused.
Lack of transit options	- A bus route would alleviate Congestion. - A rail connection would be ideal because I could depend on the timing. I also believe a Ferry connection to Marin (Larkspur) would be really beneficial for the same reasons, and maybe cost less. - We have to drive because of the total lack of public transit from the Sonoma Valley. In past 15 years traffic backup has gone from bad to horrendous and early in the artery. Can't believe Smart doesn't go to sonoma nor do we have buses directly south towards San Francisco. Outrageous. - A rail link would be immensely valuable. It is a straight shot from Vallejo and there would be high demand. I personally would often use such a rail link often on the weekends to access Marin. - A reliable, quick, safe and environmentally best-option needs to be found for people who drive this road regularly - Area needs alternatives to automobile travel.
Flooding	- Tidal flooding and road elevation by means of a lateral upgrade to Highway 37 between US 101 Novato to Sonoma Napa turn off Hwy 12/29/121. - We need to prepare now for the coming sea level rise, hench the more frequent flooding of HWY 37. - Flooding and sea level rise condemns SR 37 and long lasting solution is needed. A "bridge" replacing the corridor allows the ecosystem to adapt and mitigate slr and grow or provide buffer for wetlands and tidal interaction.
Ecological preservation and restoration	- These wetlands are important for all living things. We are all woven together for survival. Protecting wetlands helps humans, too. - This area is our natural flood plain for sea level rise! - We all, including CalTrans, have a responsibility to finally start stewarding this land properly. This means

		protecting the natural systems that we haven't paved over yet, doing restoration where we can, and using locally native plants in all CalTrans projects. This is also near the bay, and in areas that naturally flood, and we should be designing projects that allow that natural process to occur, not fighting it, which is pointless anyway with sea level rise.
Tolling/ Cost on commuters	-	You acknowledge in your zoom town hall that this stretch of road is the primary east/west corridor in the north bay, and also acknowledge that many lower income people work in Sonoma and Marin but live in Vallejo. My primary concern is that the cost of fixing this corridor is not put on the backs of low income workers living in Vallejo.
	-	Another toll road adding to the burdens of lower income people
Bicycle/ pedestrian access	-	Pedestrians and bikes don't pay into this
	-	There is no safe bike route along Hwy 37
	-	Relieving commute hour Congestion and improved non-motorized access are primary concerns. Providing better non-motorized access would improve Congestion and recreational access.

Q8 TRAVEL TROUBLES: Over the past few years, has your travel on Highway 37 ever been limited? If yes, what was the issue(s) restricting your travel? (choose all that apply)

Answered: 411 Skipped: 58



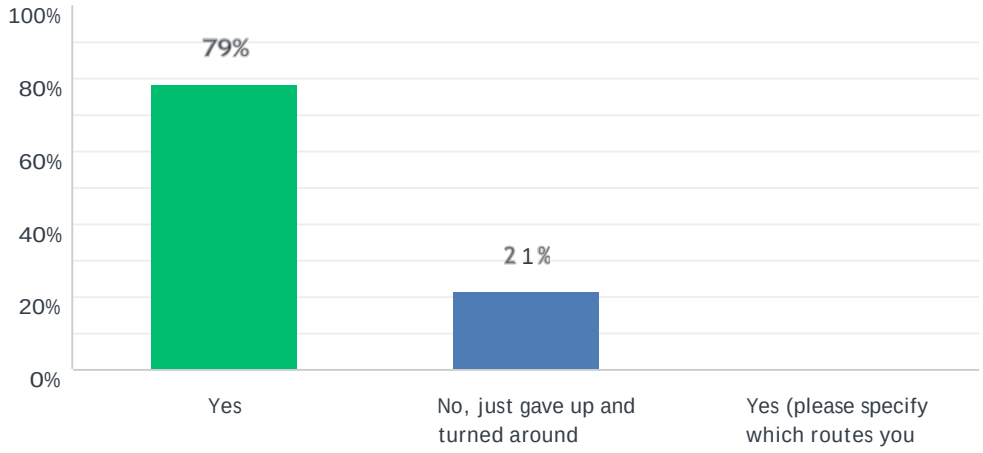
ANSWER CHOICES	RESPONSES	
Severe traffic congestion	89%	367
Flooding that closed Highway 37	56%	230
Severe accidents/incidents	53%	216
Wildfire impacting travel on Highway 37	20%	84
Roadway improvements or construction/maintenance led to long delays	19%	77
Other (please specify)	7%	28
Total Respondents: 411		

Other Category: Issues that were filled in under “other” as reasons for restricted travel on SR 37 included:

- Blockages by animals, stalled trucks and trailers.
- Heaving congestion back-up linked to commuting and/or events at Sears Point, lack of multiple lanes and traffic lights
- Lack of the ability to find other modes (bus, ferry, rail) or bicycle access as alternatives
- Terrible roadway surface

Q9 DETOURS: Have you tried to use other routes when Highway 37 is impeded or congested?

Answered: 412 Skipped: 57



ANSWER CHOICES	RESPONSES	
Yes	79%	324
No, just gave up and turned around	21%	88
Yes (please specify which routes you used)	0%	0
TOTAL		412

Q10 If yes, which routes did you use? (Please provide Route names)

Answered: 313 Skipped: 156

A description of alternative routes used when SR 37 was closed or blocked is largely reflective of answers in Question 3 which inquired about the typical destinations for respondents using on SR 37. Like the answers for Question 3, the range of alternatives routes listed are equivalent to respondents destinations north, south, east and west of SR 37. Sometimes portions of SR 37 are included since the blockages occur in other sections of SR 37.

Approximately 60 percent of respondents listed using roadways north of SR 37 including a combination of US 101, SR 116, SR 12, SR 121, Lakeville Road, SR 112, SR 29.

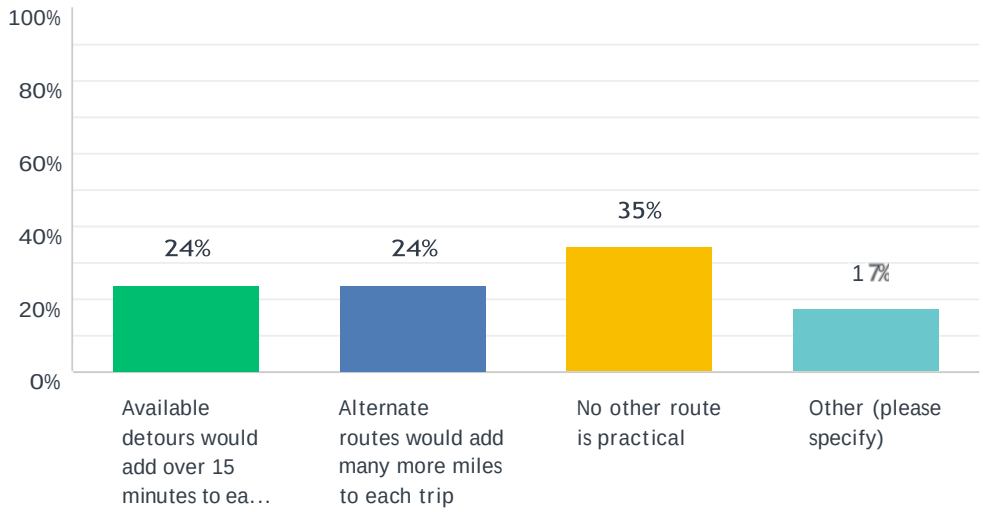
A small subset of respondents included local roadways, such Atherton Avenue and Crest Route as part of their avoidance route.

Nearly 30 percent listed using a route that included traversing the San Rafael/ Richmond bridge on I-580. Some were open to either the northern roadways as well as the San Rafael/ Richmond bridge/ I-580 route.

A small minority included traveling through San Francisco and using the Bay Bridge and following I-80 along the East Bay or depending or their origins and destination, included the Golden Gate Bridge to go around. Only 2 persons listed using a ferry route to avoid SR 37.

Q11 If No, please let us know why other routes are inadequate:

Answered: 223 Skipped: 246



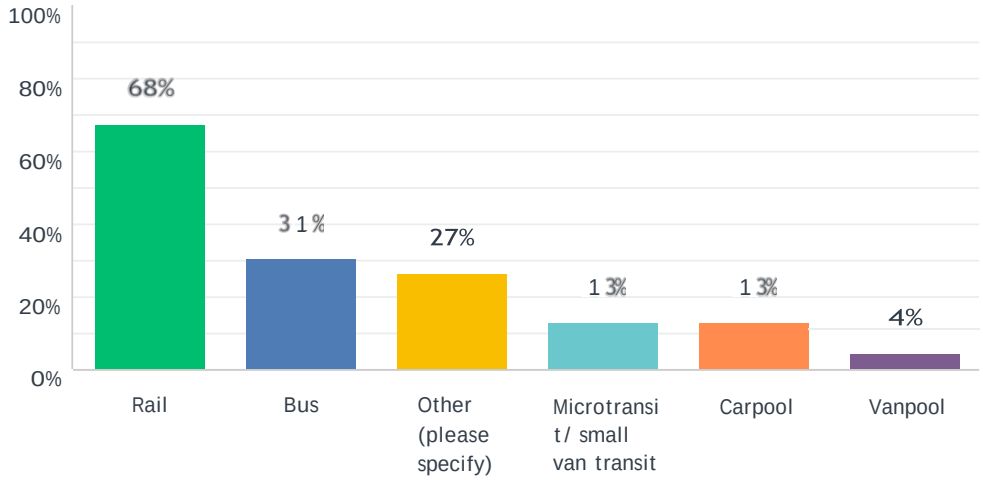
ANSWER CHOICES	RESPONSES	
Available detours would add over 15 minutes to each trip	24%	53
Alternate routes would add many more miles to each trip	24%	54
No other route is practical	35%	77
Other (please specify)	17%	39
TOTAL		223

'Other' Category: Respondents who found that detours were not feasible for their purposes explained that the alternatives routes resulted in excessive time and/or congestion was excessive on other routes. The following reasons were also offered:

- Have to pay a toll both ways when you travel from vallejo to Marin via 80
- I was afraid of fire on other routes.
- Inadequate signage in some cases
- Bus service is highly limited. No bike paths parallel to much of 37.
- By the time I realize there's an issue it's too late and there's no way out except straight ahead.
- Going to and from Napa through Petaluma/Sonoma is out of the way and extremely time consuming

Q12 TRANSIT: If more modes of travel were offered along the Highway 37 corridor, which would you use? (Please identify all those that apply)

Answered: 334 Skipped: 135

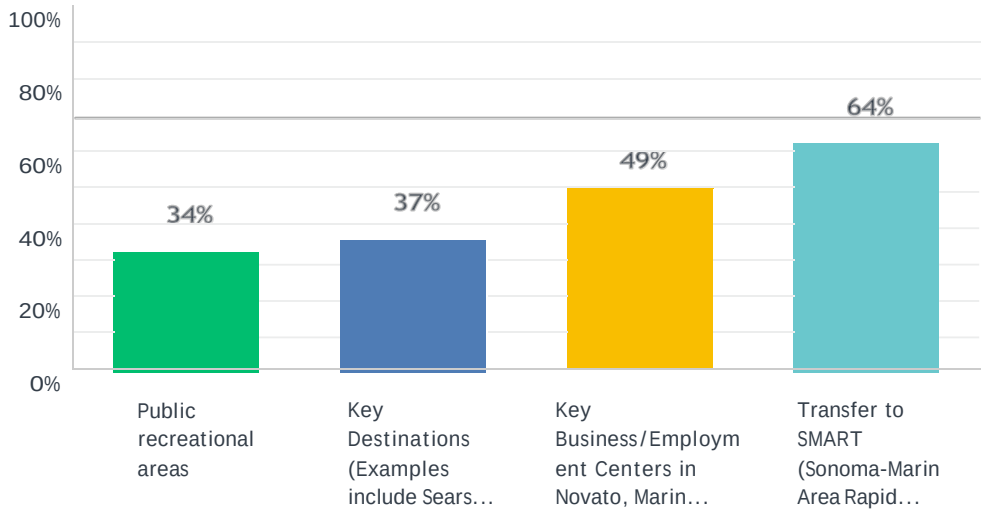


ANSWER CHOICES	RESPONSES	
Rail	68%	226
Bus	31%	102
Other (please specify)	27%	89
Microtransit/ small van transit	13%	44
Carpool	13%	43
Vanpool	4%	15
Total Respondents: 334		

'Other'Category: Majority of those that responded (55 in total) in the 'other category' used this opportunity to state 'none', meaning, 'no alternative mode' would be feasible for their commute or travel plans when using SR 37. Other respondents duplicated the options provided. However, 14 respondents listed bicycle lanes, four persons listed ferry service, one person listed light rail option as more cost-effective than rail and 1 respondent listed express toll lanes.

Q13 TRANSIT LINKAGES: If transit options were offered, what destinations are you most interested in? (choose all that apply)

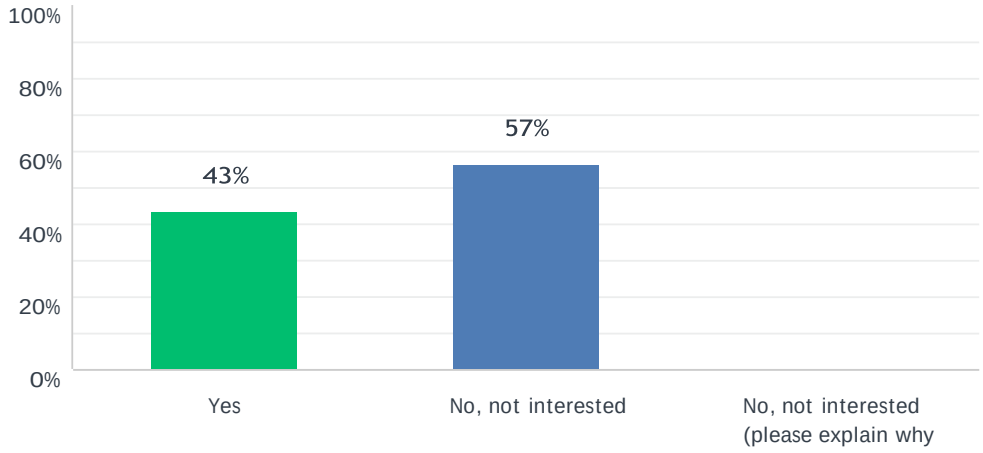
Answered: 297 Skipped: 172



ANSWER CHOICES	RESPONSES	
Public recreational areas	34%	100
Key Destinations (Examples include Sears Point, Six Flags Amusement Park, Tolay Lake Regional Park, etc.)	37%	110
Key Business/Employment Centers in Novato, Marin, Vallejo	49%	146
Transfer to SMART (Sonoma-Marin Area Rapid Transit train service)	64%	189
Total Respondents: 297		

Q14 BICYCLE/PEDESTRIAN: Are you interested in bike/pedestrian paths?

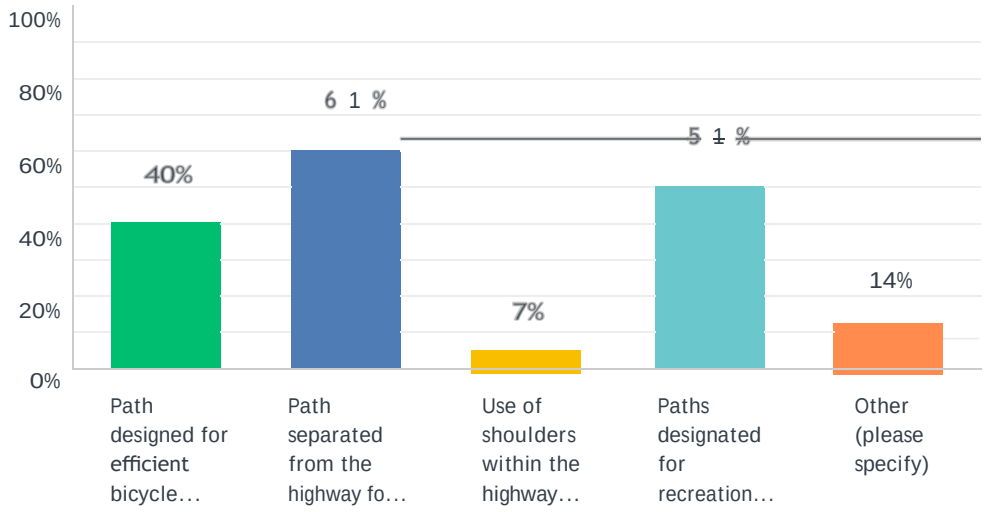
Answered: 391 Skipped: 78



ANSWER CHOICES	RESPONSES	
Yes	43%	170
No, not interested	57%	221
No, not interested (please explain why not)	0%	0
TOTAL		391

Q15 If yes, then what bike/pedestrian path options do you prefer? (choose all that apply)

Answered: 201 Skipped: 268

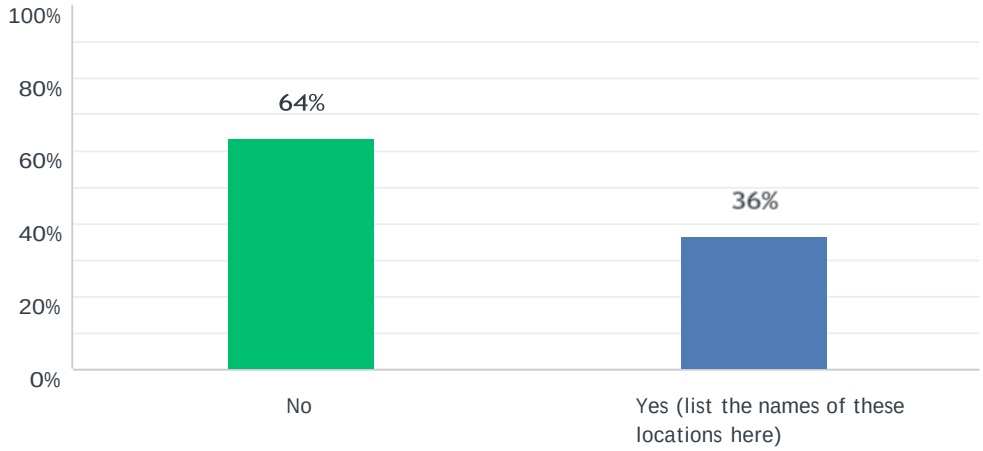


ANSWER CHOICES	RESPONSES	
Path designed for efficient bicycle commuting adjacent to highway	40%	81
Path separated from the highway for easy access to adjacent lands, knowing that the path may be flooded during winter weather conditions	61%	123
Use of shoulders within the highway footprint	7%	14
Paths designated for recreational purposes	51%	103
Other (please specify)	14%	29
Total Respondents: 201		

'Other' Category: Most of the respondents that marked 'other' and provided specificity justified that bicycle lanes are not needed along this route for reasons of safety, will not be used, not a healthy location for bicycles or the potential for slowing vehicle travel. Pro-bicycle path persons used this option to express the need for protected bike paths and clean pathways or the need to separate bicyclists from pedestrians. One commenter stated a need for separate motorcycle lanes too.

Q16 PUBLIC ACCESS: Using the map above, are there access points that are underserved, hard to get to or would benefit from improved accessibility?

Answered: 340 Skipped: 129



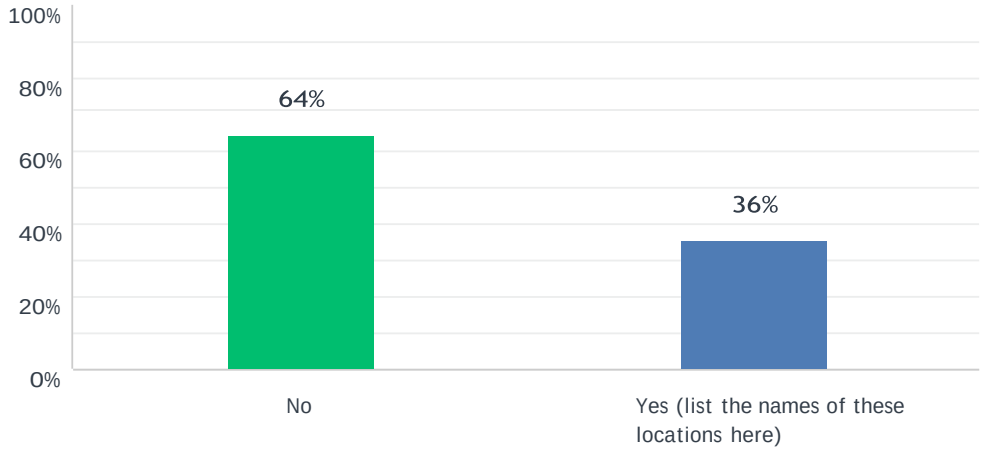
ANSWER CHOICES	RESPONSES	
No	64%	216
Yes (list the names of these locations here)	36%	124
TOTAL		340

Respondents had mixed interpretations of this question. Some listed that they wanted improved access to other roadways, other community or city destinations as well as opportunities to access public recreational and restoration areas. Many answered 'all of them'. The table below includes the all the areas, destinations of activities that respondent listed to have access improved.

Type of Access or Destination	Specifics listed
Natural areas	• Petaluma River • Napa Sonoma Marsh • Pheasant club near Carl's Marsh. • San Pablo Bay • Skaggs island • Tubbs Island, Hudemann Slough, Skaggs Island, Sonoma Baylands • Sears Point Restoration • Cullinan Ranch
Roadways/ intersections	US 101, SR 121, 12, Lakeville Highway, Mare Island bridge
Communities	Vallejo, Petaluma, Sonoma, Novato, Napa,
Activity destinations	Sears Point Raceway, Shellville Airport, Napa Airport, Vallejo, Six Flags, Solano Fairgrounds

Q17 PUBLIC ACCESS AND PRESERVATION: Are there areas that need to be limited from public access to ensure preservation of the wildlife and sensitive areas?

Answered: 343 Skipped: 126



ANSWER CHOICES	RESPONSES	
No	64%	221
Yes (list the names of these locations here)	36%	122
TOTAL		343

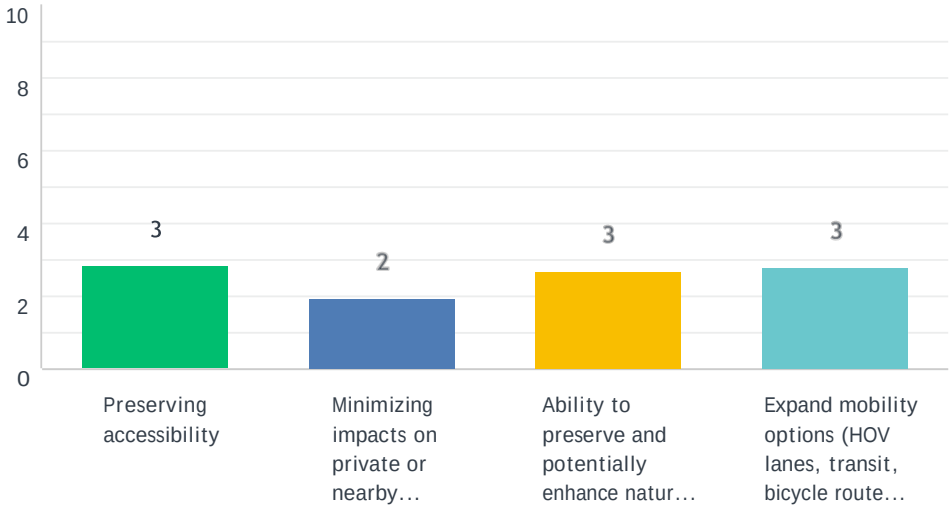
This question is the inverse of Question #16 yet, interestingly, a similar ratio answered that they want improved access (36%) as those who want to limit access to preservation areas. This may be a result of the interpretation of the two questions, because the listings for areas that should be restricted from access are more focused on preservation and restoration areas. Whereas in Question16, persons listed a more broad range of areas they wanted accessibility to be improved.

Over 60% of respondents did not feel that limiting access was important. Of those selecting ‘yes’ to limiting access, 20% wanted to defer to wildlife specialists, land managers or other experts. Another 45% were generic in their responses, listing subjects like “all wetlands’, ‘adjacent marshlands’, ‘migrating bird flyway along SR37’, ‘areas between SR 121 and Mare Island’ or ‘all of it’. The specific locations listed for limiting access included:

- Private Ranches
- Skaggs island
- Tubbs Island
- Hudemann Slough
- Skaggs Island
- Sonoma Baylands
- Hamilton
- Sonoma and Sears Point restoration
- Cullinan Ranch
- Deer Island
- Camp 3
- Pond 3

Q18 EVALUATION CONSIDERATIONS: To evaluate alternative routes, what issues should be considered in order of priority? (number in the order of importance to you)

Answered: 347 Skipped: 122



	1	2	3	4	TOTAL	SCORE
Preserving accessibility	35% 107	26% 81	30% 92	10% 30	310	2.85
Minimizing impacts on private or nearby properties	11% 32	22% 65	22% 66	46% 138	301	1.97
Ability to preserve and potentially enhance natural resources	28% 89	29% 90	27% 84	16% 50	313	2.70
Expand mobility options (HOV lanes, transit, bicycle routes, etc.)	37% 118	26% 84	17% 55	19% 60	317	2.82

Q19 Are there any other issues that you think should be considered in the evaluation of alternative routes? If so, please explain below.

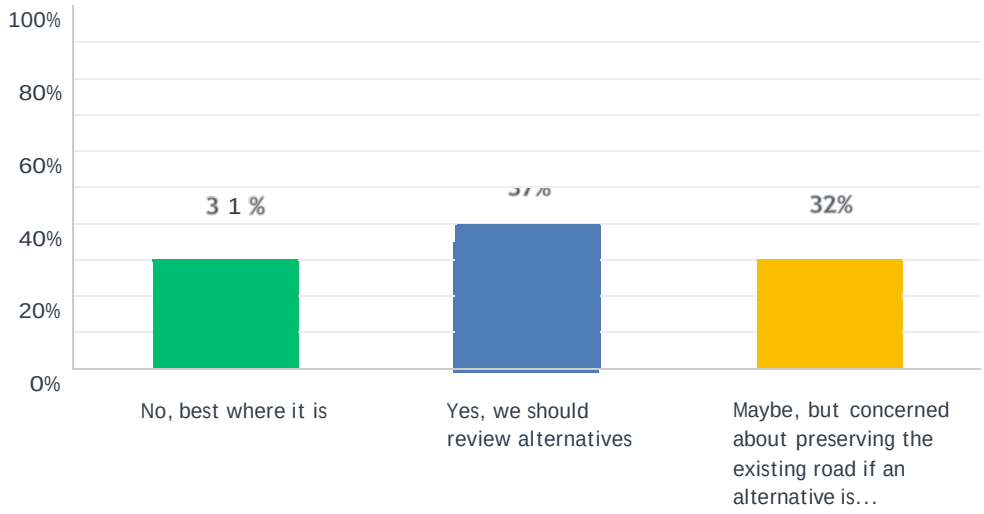
Answered: 116 Skipped: 353

This question is intended to provide the agencies values or measures that can be compared or used to influence solutions. Only a quarter of the respondents provided their input beyond those already listed for in question 19. They offered considerations ranging from travel time, safety, wildlife conservation, sea level rise and public transit options. Some respondents provided specific designs or modal options. The table below shows the range of grouped subjects that were listed and the specific suggestions. This list is exhaustive of the suggestions.

Topic Grouping	Specific considerations
Flooding	- Sea level rise - Consider managed retreat alternatives - enables tidal movement
Specific Design suggestions	- Flyover at SR 121 - Bridge/elevated freeway/ build it over the bay/water - Shortest distance - Designate a Sonoma turn lane - Construct above existing roadway - Use existing roadway for bicycles - Wildlife corridors/ tunnels for wildlife to use
Transit/ alternative modes	- BART, Rail (SMART), Light rail, Ferry, non-greenhouse emitting vehicles (Electric, fuel cell, etc.) and charging stations - Make alternative modes as or more attractive the single occupancy vehicles to reduce VMT. Shift goods (large truck) movement to trains and or off hours
Travel considerations	- Reliability / travel times - Safety considerations (shoulders, turn arounds, access) - Capacity enhancing/ expand the roadway - Carpool option
Cost	- Consider equity issue of costs - Fastrak - Possible toll road
Resource impacts/ measure or limit impacts on the following:	- Encroaching on sensitive lands - Private property - Measure GHG changes - Economic impact - Fires impacts - Natural character of the area
Other	- Think long term - No alternatives needed - Time to implement/ construct

Q20 ALTERNATIVE ROUTE LOCATION: Should alternative routes be considered?

Answered: 355 Skipped: 114



ANSWER CHOICES	RESPONSES	
No, best where it is	31%	111
Yes, we should review alternatives	37%	130
Maybe, but concerned about preserving the existing road if an alternative is proposed	32%	114
TOTAL		355

Q21 ALTERNATIVE ROUTE SUGGESTION: If you feel like an alternativeroute for Highway 37 would be better, please provide a suggestion by one of three methods:1. Use this link to access an interactive map which provides tools to locate your comments and/or draw a new alignment2. Or,you are welcome to save the map image above (right click -> save picture as), print it out, mark-up it up and attach your input in an email to StateRoute37@dot.ca.gov3. Or, noting landmarks in the map above, describe your proposed alternative route below

Answered: 61 Skipped: 408

Fewer than 20 percent of respondents provided alternative suggestions of how to alter or change the current SR 37 route.

Over 50% of these suggestion included building a bridge or causeway. The ideas included building an elevated route between:

1. US101/ Novato to Mare Island across San Pablo Bay or land in addition to remodeled hwy 37.
2. Black point bridge to Mare Island
3. Build a bridge from the Ignacio exit to Vallejo
4. Paralleling the railroad track
5. Sears Point to Mare Island

Transit Alternatives included ferries, rail service and commuter-oriented transit busses.

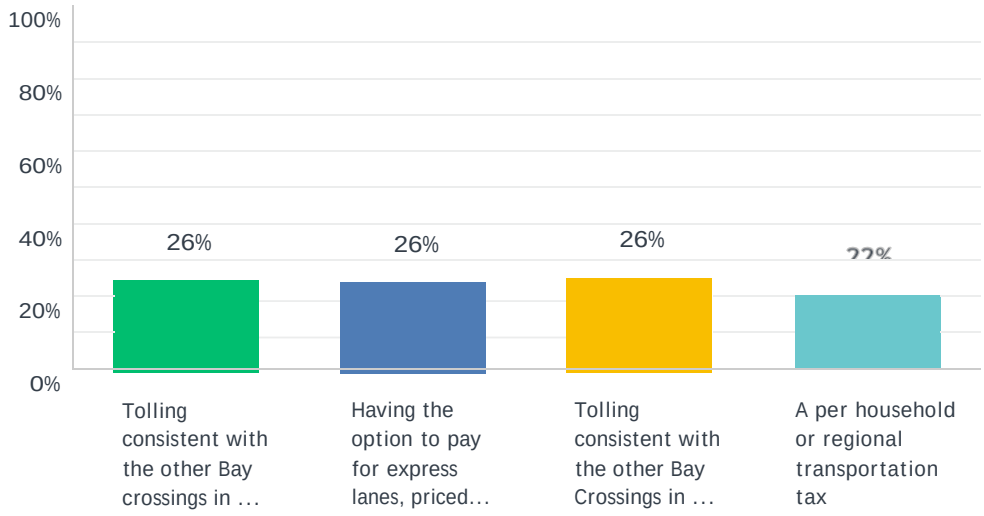
Specific alternative routes included:

1. North of wetlands and parallel to ST 116 and SR 12.
2. From US 101 across marshland to Lakeville Road
3. Improve Stage Gulch/Hwy 12 route to carry much more traffic effectively, including intersections and interchanges built for through-traffic to avoid local/tourist traffic
4. Improve SR 116 to SR 12 and SR 121 to SR 12
5. US 101 to I-580
6. Flyover eastbound from SR 37 to SR 121

Finally, others used this opportunity to express that they do not support other alternatives, nor tolls, or they expressed that wetland should protected or that if SR 37 were relocated, it would result in economic impacts on Vallejo.

Q22 FUNDING: To make a long-term solution a reality, the State of California would need to seek funding. Which option do you prefer:

Answered: 336 Skipped: 133



ANSWER CHOICES	RESPONSES	
Tolling consistent with the other Bay crossings in the region	26%	88
Having the option to pay for express lanes, priced based on congestion or time of day	26%	86
Tolling consistent with the other Bay Crossings in the region, with a means-based toll to offset hardships for low-income travelers	26%	89
A per household or regional transportation tax	22%	73
TOTAL		336

Q23 OTHER ISSUES: Are there any other issues or suggestions you would like to be considered for the long-term Highway 37 plan? (Please feel free to write in the box below to provide additional comments or suggestions).In order to place a location-specific comment, please use this link to leave your input on an interactive map: www.Resilient37.org/interactivemap

Answered: 108 Skipped: 361

Approximately 25% of respondents took time to offer additional input to the SR 37 planning team. The direct comments have only been organized by broad subjects, but otherwise all the comments are presented below as they have been copied as written in the survey without modification of any kind. In some cases, the comments could pertain to more than one topic area, but they were grouped under the predominant theme of the comment. The suggestions or issues have been divided into the following broad topics:

1. Roadway upgrade suggestions
2. Expedite solutions
3. Causeway/ bridge and Over-Bay route suggestions
4. Tolling and cost-related issues
5. Transit considerations
6. Ecological preservation
7. Consider climate change implications
8. Pedestrian and Bicycle considerations
9. Miscellaneous suggestions concerning emergency, access needs and land use concepts

To preserve the integrity of the comments, all comments are copied verbatim and without modification. In many cases, the comments were provided as phrases, but the intent is well understood.

Roadway Upgrade Suggestions

- There needs to be a light at lakeville highway where it meets 121 and one where 121 and 116 meet. We need more stoplights to keep us safe and move traffic quickly.
- It seems like installing the zipper would solve a lot of problems. Also, make a flyover Sonoma lane so those cars don’t have to sit forever at the light at 121/37 behind Vallejo bound cars who cut over at the last minute.
- 2 lanes in each direction would be a great start
- at this point, it's frustrating for random commuters who merge onto 37 on the shoulder bypassing everyone else that is waiting patiently
- Don't feel rising sea level an issue. Making it at least 2 lanes each way would help considerably. But by the time you guys make a decision, especially if the State MAKES Bay Area counties build more, the need will be 3 lanes each way!!!
- Eastbound at Sears Point is a nightmare. Race weekends too. Keep four lanes
- improving alternate routes of 12, 29, 121 and 116
- Fix the intersection of 121/Arnold Dr. and 37 for Sonoma-bound traffic. All other traffic is freight and contractors going back to the East Bay from Sonoma/Marin counties, unfairly clogging up 37 impacting Sonoma residents who need to get home.
- Get ride of the traffic lights. Rethink this survey.
- merge from Sears Point to Mare Island
- Just the over pass at the Napa turn off.
- A solution for traffic especially during events at Infinion raceway would be awesome

- Replace traffic lights with interchanges.
- Make 37 a raised roadway right next to existing from the Raceway to Vallejo. This would eliminate the intersection at the raceway for traffic continuing on. While maining access using the existing roadway.
- Semi trucks are a major cause of rush hour traffic and blockages due to accidents. Limit their use to off peak hours. They destroy the pavement very quickly and cause pot holes. If anyone should be charged toll it should be semi trucks. They spill fuel and oil into the preserve. They make others merge horribly. They move slowly during rush hour and their weight causes damage.
- Suggest to start the HWY 121 traffic be diverted at Lakeville Rd to go along the west side of the raceway and then across to north end of the raceway to meet hwy 121. This would help with the current bottleneck. Then the whole of 37 needs to be a combination of base roadway and via duct structure to allow bay waters and wildlife to connect with the north side of 37. Give the map showing the increase in height of the water do to global warming perhaps the whole road needs to be elevated via duct.
- Suggest you consider a big six-lane tube mounted on hydraulic pads that could be elevated when needed. Build that next to highway 37. Probably bayside, so it could be floated in on barges for placement.
- Traffic through American Canyon on CA-29 is overly congested. Most people who work in the Napa Valley cannot effort to live there, so more affordable housing is needed. Also, alternative routes need to be prioritized through and around American Canyon, there's major commute issues from not only commuters, but vendors and tourists coming and going from Napa Valley. It is not a safe area if there's an emergency, roadways quickly congest without alternative routes. Any SR-37 plan needs to avoid furthering Congestion on SR-29.
- Widen the roadway to accommodate the number of cars that now use the roadway that was built with so many fewer cars on the road. It’s time the highway system kept up with the growth of housing in the affected areas.
- two lanes in each direction
- You just need to make hwy 37 like 50 feet wider it’s NOT that complex. Thanks.
- Use of technology to solve traffic Congestion issues. Managed lanes, Reversible lanes contraolled via traffic signal lights etc. Automatically moveable barriers without the interventaion of a crew or anything else that we can come up with. We can operate a rover in Mars from here and I am sure we can do these and more. Really need a leader who can think in terms of integrating high tech into the transportation arena.

Expedite Solutions

- Widen 37 now!!!
- It feels like this effort is bogged down in analysis paralysis, meanwhile traffic on 37 is a nightmare. What are the quick fixes you can implement in 2021 to reduce impact of bottlenecks?
- Just want to say that I am really glad that the ResilientSR37 team is not just treating fixing Hwy 37 as a "road" problem but is seriously considering environmental, recreational, multimodal transit, and equity issues. If the team can seriously address all of those issues this will be a huge success that can hopefully be exported to other areas/projects.
- My only concern is that finding a solution for this crossing that connects our counties has taken far too long already. Stop wasting your time and ours and let's get on with this.
- Think big and get it done once to reduce overall cost. One environmental impact report not many. 4 lanes (2 each way) Bike path 2 sets of train tracks. Don’t need to build them out now but develop the land to support future rail lines. Make the rail lines fast (100 mph? Or more to offset first mile- last mile delays)
- This highway has been long, long overdue for expansion. By talking about it now, it will probably be another 10 years before anything will be done, resulting in complete gridlock when traveling between Solano and Sonoma-Marin counties
- Thank you for the effort to deal with this difficult transportation challenge
- The planning committee is taking too long and to many studies. It’s time to build now! Once the project is done worry about the wildlife after.
- The survey is excellently clear and simple, but should mention pollution reduction as a goal.
- Your proposed short term solutions are a waste of time and money! Start now building two causeways from 121 to Mare Island. Two lanes each direction. It could be built with the current highway still used while the causeways are built. Flood problem solved. Minimal environmental impact. Once built, the old road can be utilized for both recreation and rail. To pay for this, take the money from either the Bullet train and or the Sacramento water tunnel!
- Do it fast. Ten years is not acceptable. Accelerate the implementation and avoid bureaucratic delays. Remember how fast the GG Bridge was built?
- Hwy. 37 does not have a good base under it and has been settling all these years. And especially with so much traffic now! That's what's happening. Otherwise those homes would be flooded out, too!!!!

- I avoid this road at all costs. You really ought to talk to people in Louisiana, the whole bottom third of the state is a swamp and somehow they have roads. Also find the money, tolls are already a huge burden in this area. Roads don't have to cost so much. Just suspend CEQA and exempt them from all lawsuits.
- Please do keep thinking on this focused on the long-term. Let's not create a problem for future generations.
- Why are we going to pay for this through taxes or tolls? Can't Biden's infrastructure bill pay for it? For the love, just get this done!

Causeway, bridge structure and/or Over- Bay route concepts

- We need a bridge
- Why is a bridge not considered in the questionnaire?
- Elevate the road deck, add 2 more lanes in each direction while doing that & charge a toll!
- A viaduct of an expensive time consuming project that leaves cars trapped in an emergency and is hard to repair. Use full to raise the roadbed and allow for water to flow underneath where necessary for the sake of the Marshlands. This is the cheapest fastest safest and most dependable option. Build the new highway next to current one to speed up construction, keep cost low, and prevent even worse traffic during construction.
- Build a raised/elevated road bed the entire length where it is bear the water. Then, when it us finished, move all traffic over and carefully remove the existing roadbed returning the area to the natural landscape.
- Over-Bay: Anticipate change in traffic volume over at least 25 years in whatever is finally constructed. My vote is for a direct aligned bridge from Novato to Vallejo as the best option.
- I feel the best solution is a 4-6 lane, elevated SR37 from Sears Point to Mare Island with a Fastrack toll bridge on the Mare Island side. This will probably not be adequate to handle the linkage over the north bay. Elevating the highway will improve the health of the wetlands.
- I would support an elevated roadway, keeping the existing Highway 37 route
- If building a bridge/causeway as a replacement, include bike/ped and rail/BRT on the bridge. The rail detour up to Sonoma especially seems to have little benefit when most people are heading Novato to Vallejo

Tolling and cost-related issues

- If you're going to make a toll road area, make it start after Sears Point. That way tourism and commercial related traffic between Marin and Sonoma is not so heavily impacted
- I believe that this highway should have a toll or other fees the state of California has enough money to fund this project. the state has a major surplus and also needs to start spending money on highway improvement and stop throwing it away on worthless projects.
- Separate overhead toll lane
- The original route was a toll road. Get on with it-funding by fastrak. AND put an overpass in at sears point and eliminate the light, add two lanes across the route with more viaducts underneath for bay water transmission ECEPT store petaluma freshwater for the farms during droughts. Dredge the adjacent lands to build up the berm to the height necessary to avoid flooding in 2100. Davis I80 viaduct is a good model. Keep the old highway lower for seasonal route/the raised for flooding periods. Two lanes up/two down (existing levy)
- There should be no tolls or additional taxes to fund this needed project, especially not a "per household tax". Funding should come from gas taxes we already pay. Stop gouging us!!
- This corridor should not be funded on the backs of low income Vallejoans.
- This is NOT a bay crossing. 101 San Mateo County 880 Alameda County are no toll, but cross wetlands, Is there a difference. NO. We are NOT building a bridge, just raising and widening a road. Just as the state with other projects... NO TOLLS
- Use existing funding sources and don't raise taxes, fees or use tolls.
- tolling is a regressive tax that has outsized impact on the lower income communities that will need to continue to use this route. With housing more affordable on one end than the other, tolling the users of the lower income communities to travel to work in richer areas is about as cruel as I can imagine for this project.
- Tolls are not needed. This project should be funded by the State as are all other road projects. The attempt here is to classify it as a "BAY CROSSING" in order to collect tolls. This is a road improvement project and only a road improvement project.
- Tolls? Household taxes? Are you for real? Californians have paid for this already! Just widen the road already. Tell greedy special interest groups to back off and stop siphoning the money
- You don't need funding. You charge us way too much as it is and you never have enough money. If I ran my business this way, I would be one of the homeless people living under HWY 37. If you were good business people (you are not) you would reduce spending. There is so much waste! Build another road or expand the current one. You can't just talk

crap and do nothing. We are sick of it. Hire a private company to build a private road, charge toll and have no speed limit.

- You left off Federal funding. We cannot be the only part of the nation requiring major infrastructure projects to respond to sea-level rise. If CA gets a piece of the new infrastructure bill, invest part of it in this project. We cannot possibly cover the cost with local taxes and fees.
- Southern California doesn't tax everyone or add tolls when they improve a highway. Why is it so prevalent here? Are officials not as good at securing funds or are they using them in other ways?
- Stop the bullet train and add more lanes to our broken freeways.
- Take the BILLIONS being wasted on the Bullet Train and funnel them into expanding Highway 37! NO NEW TAXES!
- reach out to the private sector to potentially become a partner to build and help finance the improvements in the corridor
- I don't think it's right to make this a private toll road; it's too important to the local communities who travel on hwy 37 everyday. The toll also poses a regressive tax on employees who work in marin, but cannot afford housing there.
- I don't understand why this infrastructure repair wouldn't be funded like any other State Highway. The toll idea smacks of NIMBY.
- I hate toll roads so much
- I have lived in Novato since 1975 and you have not done one darn thing to relieve Congestion on the only connector to Highway 80 within a zillion miles. Please stop discussing and it and do something. I am 75 years old so it probably won't happen in my lifetime, so I don't think it's fair to begin making the current users of this congested cow path pay tolls so you can FINALLY build the road you should have built 40 years ago.
- Consideration should be given to the economic impact on lower income travellers. Vallejo is already marginalized by lack of access to public transit and high bridge tolls to commute south. The commute west should not be a toll road! Tolls are a regressive tax.
- Current taxes should be used to fund improvements
- More Bay Area Express Toll lanes please!
- No new taxes please. 60% of my meager income goes to taxes. All those are touchy feely locations are of no concern to Core commuters who go thru out either ends of 37. But people who rarely travel thru the area will constrict vehicle traffic so other "modes" can be installed and not used like most public mass transit means.
- No regional tax as this road is a major like to Sacramento and Tahoe/Reno area. Tolls should be paid equally by all users and trucks should pay higher tolls given their impact.
- NO TOLL ROADS!!!!!
- No toll!

Transit considerations

- Transit/Carpool/Vanpool lanes should be extended to connect with existing carpool/express lane system. Consider emerging technologies and trends when designing elevated structure. Included rail should be electrified for environmental and speed issues.
- Connecting buses from Downtown Sonoma and Downtown Napa should serve new SMART Stations to be located along the existing railroad ROW.
- Increase ferry routes Vallejo to Larkspur and Sausalito. Make it 3 lanes NOW using the zipper tool like the Golden Gate Bridge while you fight over the long term solution.
- This meeting is clearly intended to inflate rail. Rail would be illegal as the voters did not approve this but of course you will just do what you want and won't listen to objections
- Our dependence upon auto travel is killing the planet. Let 37 sink out of site and use the money saved to expand rail transit.
- Rail Transit ASAP
- It's really outrageous that Smart is planned to go to cloverdale when population growth and needs in Sonoma Valley and Napa We're Ignored. What Bad planning and lack of collaborative efforts and thinking about future needs. In short term make sure there is sufficient public transportation to and from these underserved communities. In Sonoma there are no viable public transit options to get to east bay and San Francisco. You should have been thinking of this years ago
- If you do not provide for a SMART link to the Vallejo Ferry building that planning will doom Vallejo to economic failure. In turn, that will downward cycle the entire surrounding area. Don't be pennywise but pound foolish!
- Improvements to the parallel rail corridor could offer both passenger service and get freight traffic off of Hw 37.
- PLEASE do not add the $1.3 Billion (+) extra cost to improving and elevating SR37 by tossing in SMART rail extension from Marin County to Solano County. Concentrate on SR 37...where the existing problem is. Thank you.

Ecological preservation

- Thank you but please include ecological protection and restoration in the purpose and need statement.
- It is critical that Caltrans include ecological protection and restoration in the purpose and need statement for the Planning and Environmental Linkages study. The purpose and need statement is an important driver in determining the ultimate highway design and it is imperative that the ultimate design allow for future ecological protection and restoration along the highway corridor.
- wildlife corridors, Ferries from San Rafael to Vallejo
- Opening up Skaggs Island Road to the public for use as an alternate route.
- Please consider the impact to migratory birds and wildlife in the area. Wetlands are important habitats and we need to limit development impact.
- Please prioritize protecting the marshes. These ecosystems cannot be relocated or rebuilt, unlike highways.
- I think that ecological protection and restoration should be part of the purpose and need statement for the Planning and Environmental Linkages Study for the SR 37 corridor
- I wish that the new highway have at least two lanes and a wildlife corridor. Also, I wish that there was a ferry boat from Vallejo to Larkspur. Thanks

Consider climate change implications

- Rising sea levels due to human-caused climate change will be our major future challenge. All alternatives need to focus on transportation modalities that do not contribute to climate change.
- VMT is the concern of the future. Any Hwy. 37 solutions need to address that issue
- Trying to defend Hwy 37 from sea-level rise is climate change denial. Better to manage retreat, and spend limited funds to improve the much more defensible/resilient Hwy 116-12 corridor (with rail, e-buses, safer bike lanes, and safer roadway).
- People who claim to oppose removing the bottlenecks due to environmental concerns ignore the wasted fuel, exhaust and GHG emissions of tens of thousands of vehicles idling in a traffic jam all day and night, or people having to crap on the side of the road, damaging bay water quality.
- One of the worst highways in America. Countless hours wasted sitting in that traffic. Thank God for the Grateful Dead to keep my mind off of the waste of my life sitting in traffic every day just to go 1 mile just because this stupidly run state can’t get it’s highways in order. Also, they said 37 should have been underwater in 2015, so save the time and cut the BS about the exaggerated apocalyptic sea level claim that only aimed to instill fear in clueless citizens. I’ve been commuting on that ride for generations and not a shred of evidence that it will be underwater. Just make it 5-10 feet higher if it makes you feel better and we be golden. Don’t waste everyone’s time and money overthinking this crap. A private company would’ve had this built in less than a month. Aside from that, 37 is a lost cause in my book I gave up on it years ago. Good luck!
- Consider climate change implications

Bicycle and Pedestrian Considerations

- Need bicycling and pedestrian route, plus additional bus options. Also, SMART train eastern route is needed.
- Please do not spend tax payers dollars and time on insuring the vocal minority are served first. Bicycle lanes are used by a very small percentage of people. Richmond San Rafael Bridge recently took the 3rd west bound land for this purpose. If there is ever an accident during commute traffic there is no way an emergency vehicle could get to the people who needed help. When I travel that route at most I see a few people using that lane on foot or bike. Please develop Highway 37 into what it's main purpose is; a major East-West corridor capable of efficiently carrying the volume of traffic as safely and quickly as possible.

Other Miscellaneous Suggestions concerning emergency, access needs and land use concepts

- Encourage housing in job rich areas, and encourage jobs in housing rise areas, to reduce need for commuting.
- Promote through incentives flex time and remote work to get people off roads. Rail from Novato to Sonoma (shellville)
- Ev charging stations. Rest areas with parking for people who want to pull out of heavy Congestion to use a toilet, and if possible wifi.
- No matter how the current road is eventually bypassed, please keep the existing road for all the fishermen to use
- No other suggestions. Just wanted to mention I appreciate the time your teams are taking to research and review this project. Good luck.

- While Marin County has long resisted housing for its teachers, landscape and home-care workers, that attitude may change. While the interim project is needed, the no-build alternative to a causeway should be more seriously considered.
- As only evac route, the ability to turn lanes from west to east in an emergency.
- Good luck
- none

SR 37 Open House summary

INTRODUCTION

Between September 20th and October 2nd 2017, Caltrans, the Metropolitan Transportation Commission (MTC), the Transportation Authority of Marin (TAM), the Sonoma County Transportation Authority (SCTA), the Napa County Transportation Authority (NCTA) and the Solano Transportation Authority (STA) conducted a series of 4 open houses to inform the public about the State Route 37 Improvement Plan. The attendance at the open houses ranged from approximately 30 to about 100 members of the public. Staff and management from Caltrans, MTC and the four transportations authorities were in attendance, as well as elected officials from the local counties and cities. The event details for each open house can be found in table 1.

Table 1. Event Details

City	Date	Location	Attendees (sign-ins)	Comment Cards	Elected officials present
Novato	Sept 20 6pm-8pm	The Key Room	26	7	- Damon Connolly, District 1 Supervisor, Marin County - Judy Arnold, District 5 Supervisor, Marin County
American Canyon	Sept 27 6pm-8pm	American Canyon Council Chambers	20	5	- Leon Garcia, Mayor of American Canyon
Sonoma	Sept 28 6pm-8pm	Sonoma Veterans Memorial Building	29	7	- David Rabbitt, District 2 Supervisor, Sonoma County - Susan Gorin, District 1 Supervisor, Sonoma County - Jake Mackenzie, Mayor of Rohnert Park
Vallejo	Oct 2 6pm-8pm	Vallejo Naval and Historical Museum	72	24	- Bob Sampayan, Mayor of Vallejo

Open House Objectives and Format

The objectives of the Open House were to:

- Inform residents about the status of efforts to reduce traffic congestion and respond to climate change on SR 37;
- Highlight key takeaways from studies conducted to date, including high level results from the affordability analysis;
- Provide an opportunity for participants to share their issues and concerns regarding the corridor, and
- Inform residents about upcoming opportunities to receive information and provide input.

The events followed an "open house" format, where participants browsed through the information provided at 7 thematic stations at their own pace. Staff was positioned at each station to provide information, answer questions, and collect feedback. The topics covered by the informational boards included:

- Process Overview
- Traffic Concerns
- Environmental Concerns
- Potential Short-Term Improvements
- Potential Mid- to Long-Term Improvements
- Potential Financing Options
- Existing and Planned Bay Trail

Media Coverage:

All four events received media coverage from local newspapers and TV stations. Local media coverage included the following articles and TV stories:

- Vallejo Times Herald: http://www.timesheraldonline.com/general-news/20171003/dozens-fill-vallejo-museum-to-discuss-possible-highway-37-improvements
- Fairfield Daily Republic: http://www.dailyrepublic.com/solano-news/vallejo/the-week-ahead-highway-37-plans-topic-of-vallejo-open-house/
- Sonoma Index Tribune: http://www.sonomanews.com/news/7468672-181/agencies-host-hwy-37-informational
- San Francisco Chronicle: http://www.sfchronicle.com/opinion/article/Rebuild-State-Route-37-to-address-sea-level-rise-12219708.php
- Marin IJ: http://www.marinij.com/general-news/20170921/highway-37-marin-officials-seek-solutions-for-flood-prone-road
- KRON 4: http://kron4.com/2017/09/20/video-toll-proposed-on-highway-37-in-the-north-bay-for-rebuilding-road/
- Marin IJ: http://www.marinij.com/general-news/20170920/live-updates-highway-37-improvements-planning-meeting-6-pm

PUBLIC COMMENTS

All event attendees were invited to submit comment cards to share their concerns and ideas about the project with the team. Below is a summary of the written comments received during the open houses. The summary is intended to illustrate the variety of comments received and key takeaways include the most frequently mentioned concerns. The attached appendix includes a scan of all of the comments received.

Key takeaways:

- **Short-Term Improvements**: Many respondents insisted on the urgency of implementing the short-term improvements proposed to relieve congestion along the corridor.
- **Expand alternatives to driving:** Expanding road capacity will not achieve a long-term solution; many travelers are seeking more transportation options including all forms of public transportation, bicycling, and walking.
- **Public Transit Options**: Many comments showed strong support for providing public transit options between Vallejo and Marin, often citing ferry services, and express bus services.
- **SMART train extension:** Several comments expressed the need to place a higher priority on considering rail as an option. Extending the SMART train and using existing rail should be more prominently considered.
- **Bicycle and Pedestrian Access**: Creating a quality bicycle and pedestrian path along the corridor with access to open space was a top priority for many commenters.
- **SR 37 & SR 121 Intersection**: The Sears Point intersection was identified by many as the top priority for congestion relief along the corridor, with several respondents offering solutions such as extending the merge length east of the intersection or installing permanent barriers between the east-bound lanes west of the intersection.
- **Opposition to full privatization**: Several comments expressed strong opposition to the privatization of the road, however very few respondents were opposed to the tolling options.
- **Four-lane expansion**: Many comments showed support for expanding Segment B to 4-lanes, many of which suggesting the additional lanes should be HOV lanes.
- **Growing needs of freight:** Though comments were limited, goods movement needs and potential alternatives need to be considered.

Marin Open House Comment Summary:

- Suggests consideration of variable pricing toll lanes (express lanes). Need to study undesirable effects of tolling, such as increasing overall system congestion. Suggests creating a middle reversible lane for segment B with varying toll price.
- Suggests doing a geotechnical survey to find bedrock, investing in ferry service, and considering floating roadway (like Bayou states).
- Encourages alternative transportation options, specifically public transit and ferries.
- Supports the protection of wildlife corridors in the project area.
- Strongly supports implementation of near-term improvements to allow sufficient time for selection of long-term strategy.
- Safety should be prioritized along the corridor: the east bound lane reduction and merge before Sears Point needs to be improved for safety by adding permanent lane partitions.
- Insists on the need to lessen congestion at the 101/37 interchange.

Napa Open House Comment Summary:

- Suggests further consideration of public transit options, especially bus service.
- Supports preserving the function of wetlands, creating HOV lanes and an expanded ferry service between Vallejo and Marin.
- Suggests increasing the production of affordable housing in Marin to alleviate traffic; opposed to a fully private road; strongly supports the creation of HOV lanes, consider rail options.
- Suggests car ferries to relieve congestion and offer a first and last mile option.

Sonoma Open House Comment Summary:

- Prioritize HWY 121 interchange and all short-term improvements, supports elevated highway option and suggests looking into rail service, consider the freight usage of road.
- Supports short-term improvements at 121/37 intersection, encourages more public transit options especially expanding smart.
- Supports short-term improvements, especially lengthening left turn lane eastbound at Lakeville road, extend 2 lanes eastbound past sears point for 2 miles, and activate passenger rail service to integrate with smart system.
- Support for smart train expansion along SR37 to Vallejo.
- Supports toll road and widening of lanes.

Solano Open House Comment Summary:

- Opposed to tolls and private ownership of road; supports 4-lane road expansion as double-decker bridge, HWY 37 should be prioritized because of the urgency of climate change.
- SR 37 needs to be prioritized; the Sears Point intersection needs to be improved in the short-term, the economic impact of the congestion needs to be studied, suggests adding a reversible lane to segment B.

- Suggests looking at Caltrans' 1990 study of SR 37 and the Sonoma County Regional Parks Department's Bay Trail feasibility study from 2005/2006. Insists on including the creation of a "quality" Bay Trail along the corridor to attract tourists.
- Opposed to tolling but recognizes the urgency of the situation; if tolling is inevitable preference for a toll road. Strongly opposed to full privatization, in favor of a public transit option.
- Concerned about the cost to senior citizens on fixed incomes.
- Suggests adding permanent barriers between lanes on eastbound 37 before the 121 intersections in the short term, and prohibiting cars altogether in the long-term to make room for buses.
- Suggests creating a 2nd eastbound lane with the shoulder room and adding permanent barriers to separate eastbound lanes before the 121 junction.
- Strong support for a 4-lane causeway to be built urgently, and for improvements at the 121 intersection.
- Supports toll option as only realistic way to get project underway, and is in favor of creating a bike/ped path along the route.
- Encourages looking at public transit between Vallejo and Marin, such as a commuter bus.
- Supports widening segment B to 4 lanes, suggests building light rail tracks from Novato to HWY 12 junction, from Fairfield to Vallejo, and from Vallejo to Napa, with a free park and ride stations.
- Supports a public/private finance option, as only viable solution for the corridor.
- Supports bicycle and rail solutions to ease traffic and provide access to piers and levee trails; also supports elevated roadway and increased lanes.
- Priority issues along the corridor are: Mare Island access ramp, merge from 2 to 1 lane, elevate and expand number of lanes, correct 121 intersection. Also in favor of tolling and providing ferry service.
- Strong opposition to privatization, and strong support for Class 1 Bike lanes.
- Supports creating a bike path along the corridor, elevating the roadway and developing hiking trials.
- Suggests considering realignment to SR12 and adding bike paths with viewing areas.
- Supports enjoyable bicycle and pedestrian facilities along the route, with better access to open space (mentions the east span of the bay bridge as a good example).
- Supports creating a Class 1 bike/ped path.
- Supports a ferry service from Vallejo to Larkspur, which connects to the SMART train.
- Strong support for the creation of a public transit option between Vallejo and Marin, as well as exploring a floating 4-lane bridge option with HOV lanes. In favor of tolling but strongly opposed to privatization.
- Suggests using RM3 funding for initial feasibility studies and alerting state legislators of the urgency of the project.
- Suggests considering the no project option and putting all funds towards public transit and home creation near jobs, would like to see a full VMT analysis and growth inducing impact analysis, recommends consideration of a floating bridge option, supports Bay Trail project.

Summary of Comments Received Electronically:

- The needs of cyclists need to be prioritized along the corridor.

- Recommends partitioning the road prior to the crest of the hill with a barrier to separate the traffic going EB to Vallejo/Mare Island from the traffic turning north into 121 to Sonoma. Prefers funding SMART train extension than a bike lane.
- Advocates for a Class 1 fully separated multi-use path that accommodates both bicycles and pedestrians.

Comments specific to the Draft DAA

Comments specific to the draft DAA were submitted by the following organizations and agencies, the full comments are provided in Appendix B:

- Marin County, Department of Public Works
- SR 37 – Baylands Group
- Greenbelt Alliance
- Bay Area Ridge Trail Council
- Marin Audubon Society
- San Francisco Bay Trail
- The Marin, Sonoma, and Napa County Bicycle Coalitions
- Sonoma County Transportation and Land Use Coalition
- Friends of SMART

Summary of SR 37 Focus Groups

Potential Conceptual Alternatives

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Table of Contents

I. Executive Summary

Overview

With direction from the SR 37 Project Team, MIG, Inc. conducted five focus groups to collect input from nearby residents and regular commuters on potential approaches for improving State Route (SR) 37. The focus group recruitment aimed to convene diverse and representative groups of residents from the four counties that border SR 37, including the counties of Marin, Napa, Solano, and Sonoma. Stipends incentivized members of the public to apply for and attend the focus groups, attracting commuters who might not otherwise participate by screening applicants for relevant travel patterns.

The feedback collected from the five focus groups will inform ongoing efforts to improve SR 37 and ensure that future improvements reflect the interests and priorities of local residents and commuters.

Focus group objectives included:

- Gain a better understanding of travel priorities and preferences regarding the six conceptual alternatives from daily commuters in the four-county area
- Identify conceptual alternatives and topics that require additional study
- Identify the advantages, benefits, and disadvantages for each of the six conceptual alternatives, from the perspective of nearby residents and regular commuters
- Identify concerns and questions for each of the six conceptual alternatives
- Identify and rank criteria for evaluating and selecting potential SR 37 improvements
- Gain a deeper understanding of the preferences and concerns regarding resident and commuter travel needs and preferences

Key Themes and Takeaways

This section highlights the key takeaways from the discussion about each of the six alternatives presented to the focus group participants. Below is an overview of the main preferences and concerns expressed by participants in all five focus groups.

Alternative 1 – All five focus groups viewed Alternative 1 as a good interim solution, which should be implemented immediately while waiting for a long-term solution to be completed. Participants liked that conditions could improve within a reasonable timeframe if this approach were implemented. Many participants recommended combining the idea of a moveable barrier with one of the other alternatives to further increase capacity.

Alternatives 2 & 3 – The focus groups had difficulty distinguishing between Alternatives 2 and 3. Participants who preferred Alternative 2 frequently did so because they perceived it to be less expensive than Alternative 3. Other participants preferred Alternative 3 over Alternative 2 because they thought it might be less harmful to the environment.

Alternative 4 – Most focus groups were adamant in their dislike for Alternative 4, with the exception of the Spanish-language focus group where nearly half the participants thought such a route would benefit them. Most participants disliked that the proposal would take most commuters out-of-their-way and increase their mileage and transportation costs.

Alternative 5 – Alternative 5 polarized participants more than the other proposals. Some participants were enthusiastic about the alternative's potential to increase route options and provide direct routes between destinations. The remaining participants thought that the proposal would be too expensive and would negatively impact the bay's natural beauty and natural environment.

Alternative 6 – Every group recognized the need for expanding regional public transit systems but most participants believed this alternative to be less of a priority than adding capacity to the roadway. Vallejo participants disliked Alternative 6 because it would not provide service to Vallejo. All five focus groups recommended increasing public transit options concurrently with any improvements to SR 37, and expressed the need for connections to and from train stations.

The following summarizes general themes that emerged from the focus groups that do not relate specifically to any of the alternatives but rather illustrate participants' overall needs and concerns:

- **Immediate relief:** Focus group participants expressed their desire for immediate relief with regards to traffic and congestion. They viewed the 20-year timeline to implement most of the Alternatives as unacceptable.
- **Need for greater long-term capacity:** The focus groups were adamant that four lanes would be insufficient to accommodate future population growth in the area. Many participants urged for either 6 lanes or 5-lanes with a zipper.
- **Concern for the environment and ecosystem**: All five focus groups expressed concern for the environmental impact of such a project.
- **No tolls:** All five focus groups expressed their concern over toll roads. Participants said that new tolls in addition to existing bridge tolls would make commuting across the region unaffordable.

II. Focus Group Recruitment and Format

Recruitment

MIG, Inc. conducted five focus groups between May 2018 and June 2018 in the counties of Marin, Napa, Solano and Sonoma. To recruit diverse and representative groups of residents, the project team posted ads on Craigslist that invited potential participants to apply by completing a brief online survey via Survey Monkey. The online survey requested information regarding travel patterns, demographic information, contact information, and availability, thereby allowing the project team to review applicants and make screening calls to select diverse groups of residents.

For the fifth focus group, the project team targeted Spanish-speaking residents of Sonoma County by partnering with two local community-based organizations that serve Latino communities in Sonoma County. The La Luz Bilingual Center and Latino Service Providers assisted the project team in spreading the word about the focus group through their local networks.

The criteria for identifying and recruiting focus group participants included:

- Frequency of travel along SR 37
- Ethnic and racial diversity
- Gender balance
- Income and age diversity
- For focus group #5: Spanish-speakers

Focus group participants received a $100 stipend for their participation. Fifteen participants were recruited for each group to ensure a minimum of ten participants. This over-recruitment compensated for no-shows and latecomers.

Format

All five focus groups were 120 minutes in length and had up to 15 participants. One focus group was organized in each of the four counties and one additional focus group was organized to ensure the participation of Spanish-speaking residents. The focus group conducted in Spanish was held in Sonoma.

The focus groups utilized the same format to collect comparable input from each of the five groups. Before starting the discussion, the facilitator presented a 10-minute overview of the project to create a shared understanding of the road's current conditions, the project's goals and objectives, and the principal features of each of the six alternatives. The facilitator minimized the response to questions at this point in the focus group to maximize the discussion time and reduce any bias that might be introduced by information provided through a detailed Q&A. Prior to the presentation, the facilitator asked a few "warm-up" questions to set a friendly tone and help people feel more comfortable.

A conversational format and list of questions helped guide the group through a detailed discussion about each alternative. Poster boards illustrating each of the six alternatives were displayed at the front of the room to help participants focus on each alternative in turn. The discussion walked through each of the alternatives individually, asking participants to explain what they believe are the advantages and

disadvantages of each alternative. Participants received comment cards to write down additional comments and rank the six alternatives according to their needs and preferences.

Table 1. Focus Group Schedule

County	Date & Time	Location	Number of Participants
Vallejo	Thursday 5/24/2018 6 pm – 8 pm	Vallejo Community Center	10
Sonoma	Wednesday 5/30/2018 6 pm – 8pm	Sonoma Community Center	13
Napa	Monday 6/4/2018 6 pm – 8 pm	Napa County Library	12
Sonoma (Spanish)	Tuesday 6/12/18 6 pm – 8 pm	La Luz Bilingual Center	14
Marin	Wednesday 6/13/2018 6 pm – 8 pm	The Transportation Agency of Marin	13

II. Participant Profile

Focus group candidates were asked to complete a brief questionnaire when applying to participate in the focus group. The questionnaire included questions about the candidates' demographic characteristics, travel habits along SR 37 and employment status. The questionnaire was used to help recruit a diverse group of participants and to ensure each focus group had a mix of participants.

An analysis of the questionnaire revealed the following demographic characteristics of the focus group participants:

- 52% of participants identified as male, and 48% as female.
- Participants ranged in age: 5% between 18-24, 41% between 25-44, 31% between 45-54, and 23% 55 and over.
- 47% of participants were White, 29% were Latino, 6% African American, 5% Asian, and the remaining 13 % identified themselves as either Biracial, Native American or Native Hawaiian/Other Pacific Islander.
- Participants ranged in income levels: 7% between $10,000 and 24,999, 28% between $25,000 and $49,999, 46% between $50,000 and $99,999, and 19% above $100,000.

A detailed breakdown of the demographics of the focus group participants by focus group is included in tables 2 through 5 below.

Table 2. Participant Profile: Gender

	Marin	Napa	Sonoma 1	Sonoma 2 Spanish	Vallejo	Overall
Man	46%	50%	46%	57%	60%	52%
Woman	54%	50%	54%	43%	40%	48%
Total	100%	100%	100%	100%	100%	100%

Table 3. Participant Profile: Age

	Marin	Napa	Sonoma 1	Sonoma 2 Spanish	Vallejo	Overall
18-24	0%	0%	8%	14%	0%	5%
25-34	23%	25%	15%	7%	20%	18%
35-44	23%	8%	23%	29%	30%	23%
45-54	15%	42%	23%	36%	40%	31%
55-64	15%	8%	23%	7%	10%	13%
64 & over	23%	8%	8%	7%	0%	10%
Total	100%	100%	100%	100%	100%	100%

Table 4. Participant Profile: Race/Ethnicity

	Marin	Napa	Sonoma 1	Sonoma 2 Spanish	Vallejo	Overall
African American / Black	0%	0%	15%	0%	20%	6%
American Indian / Native American	0%	0%	0%	0%	0%	0%
Asian	23%	0%	0%	0%	0%	5%
Biracial and Multiracial	8%	17%	15%	0%	20%	11%
Hispanic/Latino	0%	8%	8%	100%	20%	29%
Native Hawaiian / Other Pacific Islander	0%	8%	0%	0%	0%	2%
White (non-Hispanic)	69%	67%	62%	0%	40%	47%
Total	100%	100%	100%	100%	100%	100%

Table 5. Participant Profile: Income

	Marin	Napa	Sonoma 1	Sonoma 2 Spanish	Vallejo	Overall
Less than $10,000	0%	0%	0%	0%	0%	0%
$10,000-$14,999	0%	0%	8%	0%	0%	2%
$15,000-$24,999	0%	8%	0%	20%	0%	5%
$25,000-34,999	0%	0%	8%	20%	20%	9%
$35,000-$49,998	8%	17%	15%	40%	20%	19%
$50,000-$74,999	31%	25%	23%	0%	30%	22%
$75,000-$99,999	23%	33%	31%	20%	10%	24%
$100,000-$149,999	8%	0%	15%	0%	10%	7%
$150,000-$199,999	8%	8%	0%	0%	10%	5%
$200,000 or more	23%	8%	0%	0%	0%	7%
Total	100%	100%	100%	100%	100%	100%

III. Focus Group Findings

General Findings

The general findings presented below reflect the general needs and preferences expressed by focus group participants. These findings emerged from the conversations during the focus groups but to not relate to any particular alternative.

- ***Immediate relief –*** Focus group participants expressed their need for immediate relief with regards to traffic and congestion. Several focus groups, and the Marin one in particular, suggested a multi-pronged approach that simultaneously pursues an interim or immediate solution, new public transit, and a more comprehensive, long-term solution.
- ***Four lanes would be insufficient long-term –*** The focus groups were adamant that four lanes would be inadequate to accommodate future population growth.
- ***No tolls –*** All five focus groups expressed their concern over toll roads. Participants said that new tolls in addition to existing bridge tolls would make commuting across the region unaffordable.
- ***Concern over cost –*** Several participants, especially in the Marin focus group, cited concerns over the cost of the different alternatives.
- ***Concern for the environment and ecosystem –*** Many participants were concerned about potential impacts on marshlands and farmlands located along SR 37.
- ***Debating the usefulness of carpool lanes –*** Many participants thought carpool lanes would not help relieve traffic unless there were at least 6 lanes. In the Vallejo focus group, most participants opposed carpool lanes, stating that too few cars utilize these lanes.
- ***Little demand for bike lanes –*** While several participants bike recreationally, many felt that it would be difficult to use SR 37 as a bike route even if improvements were made.

Findings by Alternative

The focus group findings are summarized below and sorted by alternative. Location-specific findings are identified with their corresponding region. Findings that were consistent across all five focus groups do not reference any specific location.

Alternative 1: 3-Lane Contraflow

Participants liked Alternative 1 because it would use the existing roadway and therefore be more cost-effective. Most participants believed that this alternative would be a good interim solution while a more long-term solution is underway. Participants noted that this alternative does not address sea-level rise.

- ***Immediate impact:*** The short-term timeline for implementation appealed to participants.
- ***An interim solution***: The focus groups viewed this alternative as a "band-aid" that would improve traffic in the short-run but would not improve traffic in the long-term due to future population growth. All five focus groups suggested implementing Alternative 1 while simultaneously pursing a second, long-term solution. Participants stated that commuters could not wait for 20 years for a more effective solution to be completed.

- ***Cost effective:*** Many participants like this alternative because it uses the existing roadway and therefore would be more affordable.
- ***Vulnerable to sea-level rise:*** The focus group participants noted that Alternative 1 does not address the project's goals with respect to sea-level rise.

Marin

- ***Concern over safety and feasibility:*** Participants in the Marin focus group noted that SR 37 has several safety issues that impact the feasibility of Alternative 1. For example, some participants stated that they did not believe SR 37 is wide enough and has enough visibility to construct a contraflow lane.

Napa

- ***Concern over potential shoulder removal***: Several participants were concerned that this alternative would remove the shoulder on SR 37 and therefore create more congestion in the event of accidents.

Sonoma 1

- ***Concern over marshlands and farmlands:*** The Sonoma focus group was concerned about potential impacts on marshlands and farmlands located along SR 37.

Sonoma 2 (Spanish)

- ***Concern over confusion regarding* contraflow:** Many participants were concerned that the contraflow would create traffic because people confuse the contraflow mechanisms for construction and they slow down as a result. They explained that this has been a problem on the Golden Gate Bridge.

Alternative 2: 4-Lane Highway

Participants liked that Alternative 2 would add additional lanes and protect the road from sea level rise.

- ***Similar to Alternative 3 –*** Many participants asked for clarification on the difference between Alternatives 2 and 3, specifically in terms of cost, construction time and environmental impacts.
- ***Too few lanes for long-term population growth –*** Many participants recommended adding lanes to this alternative believing that 4 lanes were insufficient considering long-term population growth in the region.
- ***Perceived timeliness and cost effectiveness*** – Participants who preferred Alternative 2 over 3 did so because they thought it would be more cost-effective and quicker to build.

Sonoma 1

- ***Concern over potential harm to the environment and eco-system***
- ***Concern over drivers' ability to contact emergency services –*** The Sonoma focus group was concerned over drivers' ability to pull over safely and to contact emergency services, as is sometimes the case along bridges.

Alternative 3: 4-Lane Causeway

Participants had difficulty distinguishing between Alternative 2 and Alternative 3. Many participants assumed that the causeway would have less of an environmental impact, which contributed to their preference for Alternative 3 over Alternative 2.

- ***Similar to Alternative 2 –*** Many participants asked for clarification on the difference between Alternatives 2 and 3, specifically in terms of cost, construction time and environmental impacts.
- ***Too few lanes for long-term population growth –*** Many participants recommended adding lanes to this alternative believing that 4 lanes were insufficient considering long-term population growth in the region.
- ***Preference for Alternative 3 over Alternative 2 because of perceived environmental impacts –*** Many participants assumed that the causeway would have less of an environmental impact; as a result, many participants preferred Alternative 3.
- ***Concern over seismic safety –*** Several participants were concerned about the safety of the causeway in the event of an earthquake.

Sonoma 2 (Spanish)

- ***Concern over bike connections and practicality for cyclists –*** Several participants expressed concern for cyclists using the causeway. They believed it would be difficult to bike up to the elevated causeway and they also worried that there would not be connections to other bike paths.

Vallejo

- ***Sturdy and Resilient –*** The Vallejo focus group was extremely enthusiastic about causeways. The group viewed causeways as a sturdy and resilient solution to climate change and sea level rise.

Alternative 4: 4-Lane Highway Near SMART

The focus groups disliked the proposal to create a new, round-about route. Participants disliked the prospect of increased mileage and transportation costs and stated that they would rather sit in traffic. Participants also noted that Alternative 4 would exacerbate existing traffic issues within Napa.

- ***Too far out of the way:*** The majority of participants disliked Alternative 4. Participants frequently stated that they would rather sit in traffic on SR 37 than drive a significantly longer distance.
- ***Increased mileage and transportation costs –*** Many participants cited increased mileage and transportation costs as additional reasons for disliking this alternative.
- ***Existing traffic issues in Napa –*** *Participants were very concerned that the proposed route would exacerbate existing traffic issues in Napa, especially around American Canyon.*

Napa

- ***Potential benefit to Napa wineries*** – Several participants mentioned that such an alternative could benefit wineries and the related tourism industry in Napa.

Sonoma 1

- ***Concern over construction timeframe*** – Sonoma participants stated that this project would take longer than estimated due to the region's negative track-record with infrastructure projects.

Sonoma 2 (Spanish)

- ***A direct route to Sonoma and Napa*** – Several participants in the Spanish-speakers group liked that this alternative would provide a more direct route to Sonoma and Napa. However, they stated that the current highway would have to be maintained for vehicles travelling to Vallejo.
- ***Less harmful to the environment*** – Several participants preferred this alternative because they believed it would be less harmful to the wetlands and wildlife.

Alternative 5: 4-Lane Causeway in the Bay

Alternative 5 was extremely polarizing compared to the other five alternatives. While many participants were enthusiastic about the proposal, many were adamantly opposed. Those who supported Alternative 5 liked that the causeway would provide direct routes between a multitude of destinations. These individuals also liked that the causeway has the potential to create multiple connections and routes. Those who opposed Alternative 5 did so because of the proposal's high costs and its impact on the environment and the region's natural beauty.

- ***Potential to create multiple routes and options:*** Alternative 5 appealed to the focus groups because of the potential to create multiple connections and routes, thereby expanding options.
- ***Improved accessibility and connectivity:*** The focus groups stated that Alternative 5 has the potential to improve transportation access for areas that currently lack direct routes. They thought a direct connection between I-80 and US-101 would be very beneficial to the region.
- ***Too few lanes for long-term population growth –*** Many participants recommended adding lanes to this alternative believing that 4 lanes were insufficient considering long-term population growth in the region.
- ***Concern over environmental and aesthetic impact –*** Participants were concerned over the causeway's impact on marine life, ships, and the bay's natural beauty.
- ***Concern over costs and construction timeline –*** Several participants believed that Alternative 5 would be too expensive and that construction would take too long.
- ***Integrate public transportation –*** Participants felt strongly that public transportation systems should be incorporated into this alternative, including buses and possibly a train. Participants also recommended that the bridge should connect directly to transit centers to encourage the use of public transit.

Sonoma 2 (Spanish)

- ***No direct route from Sonoma to Marin –*** Many participants disliked this alternative because it would not serve Sonoma resident travelling home from Marin.
- ***Potential to relieve traffic on the Richmond Bridge –*** Several participants mentioned that this alternative could help relieve traffic on the Richmond Bridge.

Alternative 6: SMART Train

Most focus group participants acknowledged the need for additional public transit, however they were unsure how much this Alternative could decrease congestion on its own. Many participants expressed the need for connections from their homes to and from SMART to their workplaces.

- ***High cost of SMART–*** Many participants explained that the current system is too expensive and they would not be willing to pay more to travel by train unless it was significantly quicker than their commute by car. The Sonoma focus group felt that using the SMART train to connect to other buses and trains is too expensive as it would require paying multiple fares.
- ***Concern over "first and last mile" connections***: Participants stated that an extended SMART train wouldn't be a commuting option for many because of the lack of connections from their houses to the stations and from the stations to their workplaces.
- ***Need for additional public transportation –*** All focus group supported additional public transit infrastructure in the region, but thought it wasn't as much of a priority as expanding SR 37.

- ***Preference for BART over SMART –*** Several focus groups preferred the BART system over the SMART system because it has more destinations and connections. The Marin and Napa focus groups suggested expanding BART into Solano County and then expanding SMART to connect with BART.
- ***Preference for commuting by car –*** Some participants explained that they would not consider using a train to commute because they work nights or because they prefer the freedom and flexibility provided by driving.
- ***Does not meet transit needs for Vallejo and American Canyon residents –*** The proposed SMART train route would not offer connections for Vallejo or American Canyon and therefore doesn't meet the transit needs for these individuals.

Marin

- ***Need for regional public transit –*** The Marin focus group emphasized the need for regional public transportation that would connect the Sacramento area with the Greater Bay Area.
- ***Valuable only if completed in conjunction with other improvements***: Participants stated that additional public transit connections and other improvements would need to be completed in conjunction with Alternative 6 to make the extended SMART train practical and accessible.

Napa

- ***Potential to boost tourism in Napa –*** Several participants thought the SMART train could help boost tourism in Napa.

Sonoma 1

- ***Public transit cannot replace driving –*** The Sonoma focus group was adamant that public transportation will never become attractive enough to significantly reduce traffic.

Sonoma 2 (Spanish)

- ***Need to consider commuters that need their car or truck –*** Participants explained that this solution would not serve people who work in construction or other industries in which employees need to transport supplies and equipment.
- ***Quality of life benefit –*** Participants explained that riding the train could improve quality of life by providing a less stressful alternative to driving.

Vallejo

- ***Concern over increased traffic near train stations –*** Vallejo participants predicted that the proposed train stations would create new traffic and congestion issues.

Alternatives' Rankings

After the group discussion, participants were asked to rank the different alternatives in order of preference on the handout distributed to them. Table 6 shows the average rank given by the participants for each Alternative. Rank "1" equals participants' most preferred Alternative and "6" represents participants' least preferred Alternative.

Overall, Alternatives 2, 3 and 5 received the highest rankings from focus groups participants, while alternatives 4 and 6 received the lowest rankings from participants. Alternative 3 had the most consistent results, ranking second place in all but one focus group, resulting in it being considered the most preferred alternative overall.

Table 6. Alternatives' Average Rank

Table Key

Most Preferred Alternative

Second-Most Preferred Alternative

Least Preferred Alternative

	Marin	Napa	Sonoma 1	Sonoma 2 Spanish	Vallejo	Overall
Alternative 1	2	2.8	3	3.7	3.8	3.0
Alternative 2	3.3	2.3	3.2	2.8	3.8	3.0
Alternative 3	2.9	2.7	2.6	3.1	2	2.8
Alternative 4	4.6	4.3	5.1	3.0	5.3	4.4
Alternative 5	3.9	3.2	2.3	4.3	1	3.0
Alternative 6	4.6	5.8	4.7	4.1	5.3	4.8

Criteria for Selection

Participants were asked to identify the most important factors that should be considered when deciding which alternative to go forward with. A list of decision-making criteria was established by the facilitator from the responses provided by each group. Then each participant was asked to select the top three most important criteria using three colored stickers: red to identify the most important criteria, yellow for the second-most important and green from the third-most important.

The most commonly identified criteria are bolded in the list provided below. The criteria identified by participants, in order of importance, included:

- **Time to completion: urgency**
- **Effect on traffic congestion**
- **Environmental impacts**
- **Roadway capacity: meets future needs**
- **Safety**
- **Cost of construction**
- Flexibility for future expansion: possibility of phasing project
- Construction impacts
- Accessibility to all users

- Proven solution
- Multiple options
- Cost to commuter
- Maintenance
- Cost benefit ratio
- Funding availability
- No toll

V. Next Steps

The Project Team will use the focus group findings to further study and develop alternatives to improve SR 37. Community input is a vital part of the plan development and the SR 37 Outreach Team will continue to share information and engage with the public as needed throughout the planning process.

STATE ROUTE 37 IMPROVEMENT PLAN

Summary of SR 37 Survey Results

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March 2018

Table of Contents

I. Introduction

The SR 37 Outreach Team, including Caltrans D4, the Transportation Authorities of Marin, Sonoma, Napa and Solano Counties, and MTC, conducted an online survey to collect input from a broad diversity of SR 37 users. The objective of the survey was to better understand the travel patterns of regular SR 37 users and to collect feedback about users major concerns and priorities for improvements along the highway. The survey was open to the public between December 1, 2017 and January 16, 2018 and over 3750 responses were collected.

II. Survey Outreach Methodology

The Outreach Team conducted a robust outreach effort to publicize the on-line survey including e-blasts, social media and outreach to key partners including local cities, chambers of commerce, neighborhood associations, community-based organizations, and other established civic groups.

The following outreach channels were used to promote the survey:

- TAM, SCTA, NVTA, and STA websites
- TAM, SCTA, NVTA, and STA commissions' mailing lists
- SR 37 Facebook page
- Caltrans Facebook and Twitter pages
- Caltrans website
- E-blasts to the SR 37 mailing list
- Communications via Twitter and Facebook
- Targeted communications with local media outlets

III. Demographics of Survey Respondents

With over 3750 survey respondents, the survey reached a broad range of Marin, Sonoma, Napa and Solano residents. Approximately 41% of respondents were from Solano County, and respectively 21%, 19 % and 11% from Sonoma, Marin and Napa County. Seven percent of respondents were from other counties, including Contra Costa, Sacramento and Yolo County, among others.

In terms of age, nearly 50% of the respondents were between 45 and 64 years old, 31% between 25 and 44 years old, and 18% over 65 years old. The majority of respondents (80%) identified as White, and 7% as Asian, 6% has Hispanic, 3% as African-American, 2% as Native American, and 6% as multi-racial. In terms of household income, about 44% declared earning more than $100,000, 30% declared earning between $50,000 and $100,000, 11% declared earning less than $25,000 and the remaining 17% declined to state.

The charts that follow provide more detailed demographic information about survey respondents.

Figure 1 – County of Residence

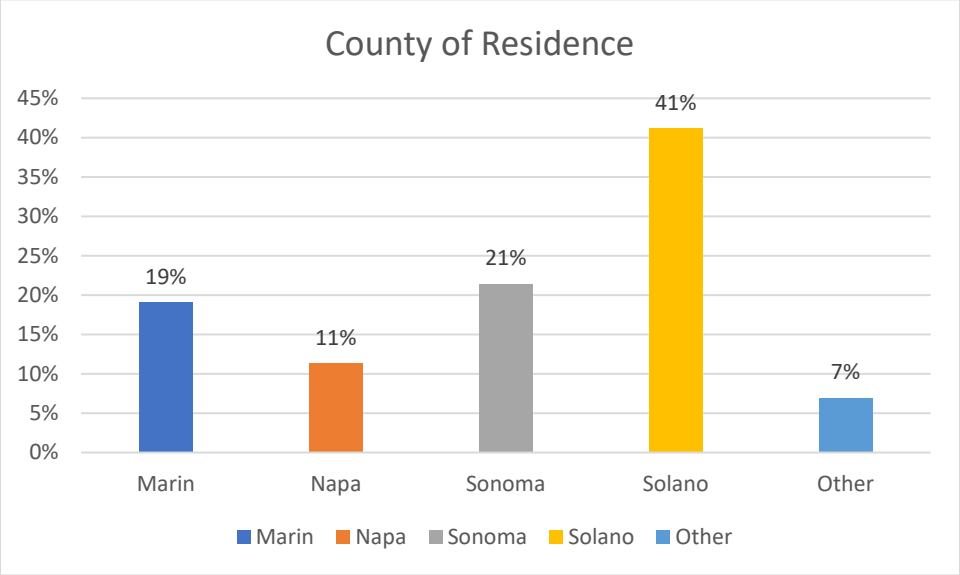
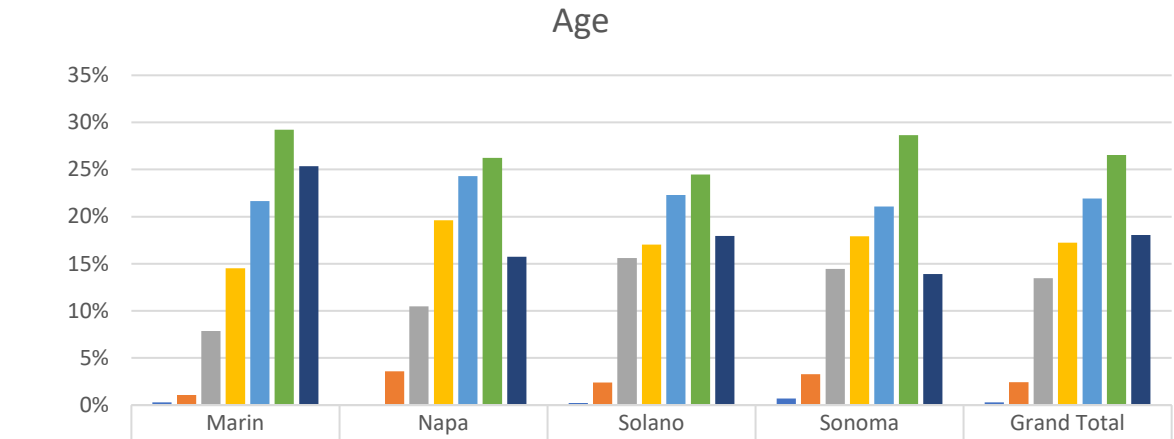
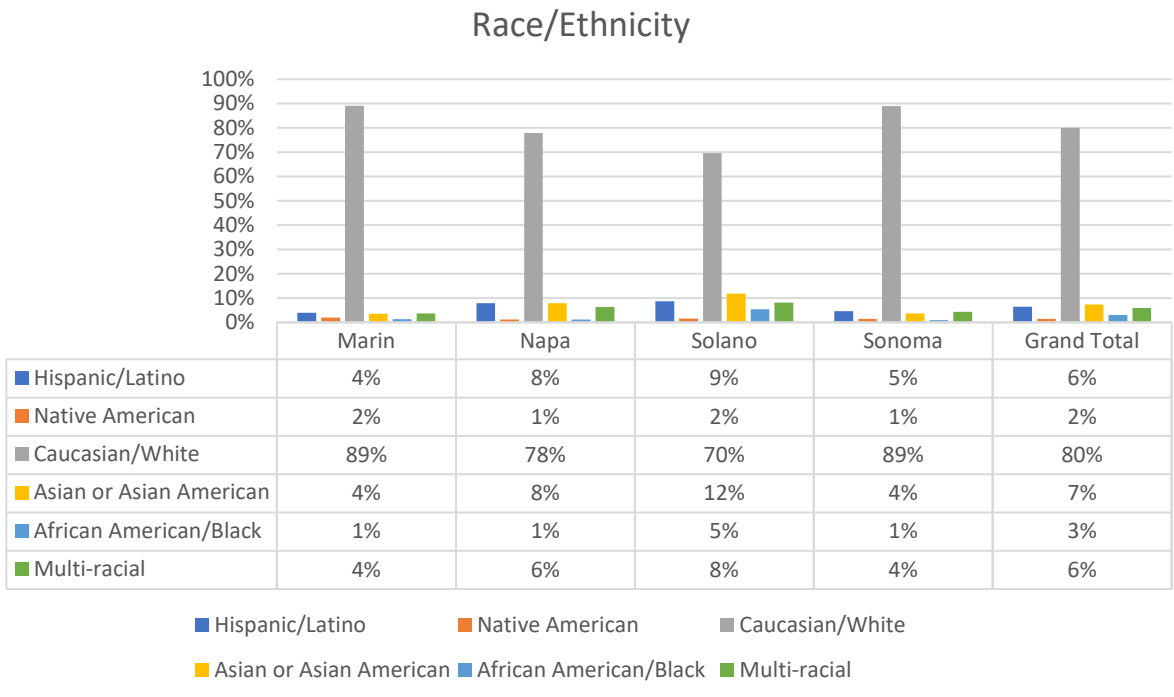


Figure 2 – Age of Survey Respondents



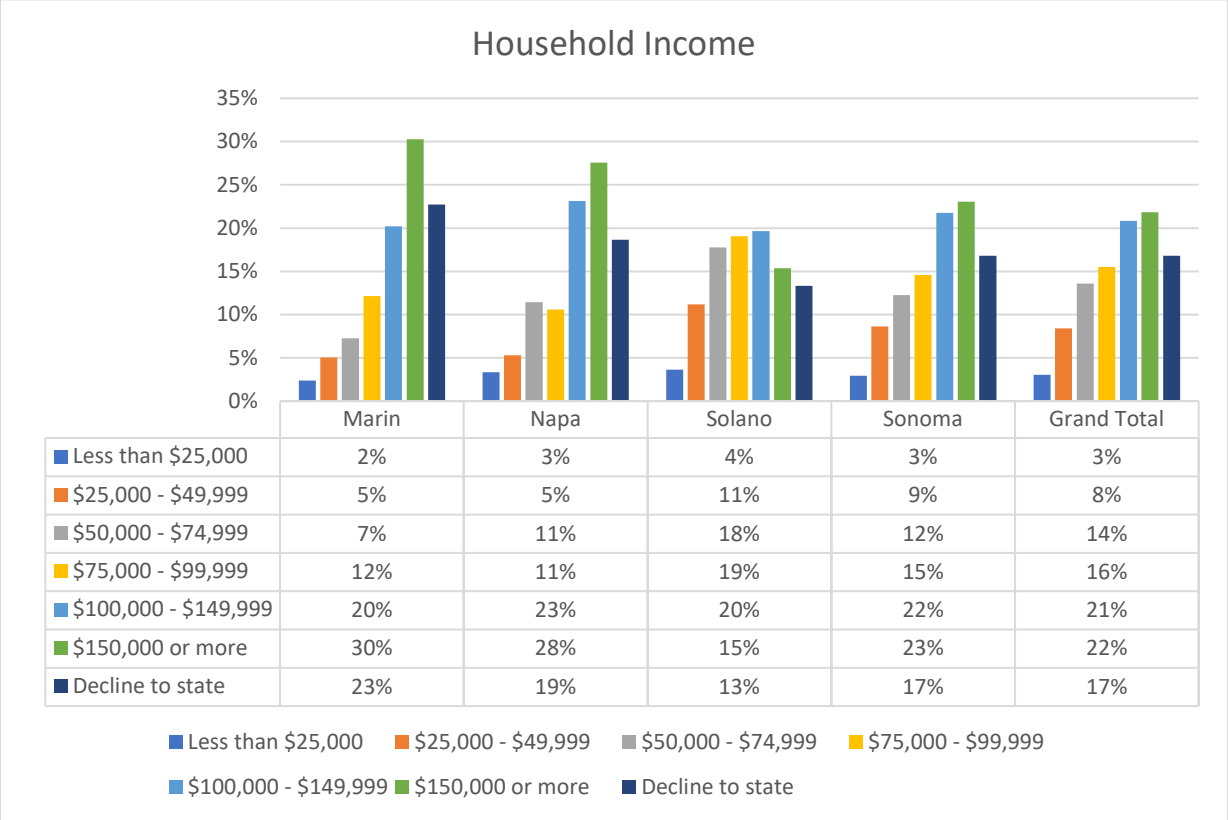
	Marin	Napa	Solano	Sonoma	Grand Total
Under 18	0%	0%	0%	1%	0%
18-24	1%	4%	2%	3%	2%
25-34	8%	10%	16%	14%	13%
35-44	15%	20%	17%	18%	17%
45-54	22%	24%	22%	21%	22%
55-64	29%	26%	24%	29%	27%
65+	25%	16%	18%	14%	18%

Figure 3 – Race/Ethnicity of Survey Respondents



	Marin	Napa	Solano	Sonoma	Grand Total
Hispanic/Latino	4%	8%	9%	5%	6%
Native American	2%	1%	2%	1%	2%
Caucasian/White	89%	78%	70%	89%	80%
Asian or Asian American	4%	8%	12%	4%	7%
African American/Black	1%	1%	5%	1%	3%
Multi-racial	4%	6%	8%	4%	6%

Figure 4 – Household Income of Survey Respondents



	Marin	Napa	Solano	Sonoma	Grand Total
Less than $25,000	2%	3%	4%	3%	3%
$25,000 - $49,999	5%	5%	11%	9%	8%
$50,000 - $74,999	7%	11%	18%	12%	14%
$75,000 - $99,999	12%	11%	19%	15%	16%
$100,000 - $149,999	20%	23%	20%	22%	21%
$150,000 or more	30%	28%	15%	23%	22%
Decline to state	23%	19%	13%	17%	17%

IV. Survey Results

This section provides an overview and analysis of the survey responses by theme. Respondents' current travel patterns and habits along SR 37 will be analyzed first, before looking at potential changes to travel along SR 37, major concerns and ideas for improvements, and finally analyzing respondents' willingness to consider alternative funding options. Survey questions included multiple choice questions, short answer questions, and map-based questions. The map-based questions allowed respondents to place a pin on the map to identify specific locations along the corridor where they think improvements are needed.

The charts included in the section provide response data at the county level. Additionally, in certain cases, response data was analyzed in terms of respondents' frequency of travel on SR 37.

A. Travel Patterns

Respondents were asked to answer several questions about their travel habits along SR 37. Key findings from this section include:

- *Live/Work*
    - Most respondents work in Marin County (Novato, San Rafael) and San Francisco (see figure 5 for a map illustrating where respondents work).

  - Most respondents live in the Vallejo area, and many others live in the main North Bay cities and towns, including Napa, Sonoma, Novato and Petaluma (see figure 6 for a map illustrating where respondents live).
  - 45% of respondents use SR 37 to go to work, 40% for recreation and the remaining 15% use SR 37 for school or to run errands (see figure 9).
  - The majority (79%) of respondents drive alone, and 19% carpool (see figure 11).
- *Travel Frequency:*
  - 52% of respondents travel on SR 37 either daily or a few times a week (see figure 7).
  - 30% of respondents use SR 37 on weekdays only, and 50% on both weekends and weekdays (see figure 8).
  - Segment A is the most frequently travelled segment for survey respondents (see figure 12).
- *Alternative Routes:*
  - Many respondents declared using alternate routes to avoid congestion on SR 37, including Lakeville Highway (16%) and Highway 121 (12%) (see figure 13).

Figure 5 – Heatmap illustrating responses to the survey question "Where do you work?"
(A total of 1509 pins were dropped on the map)

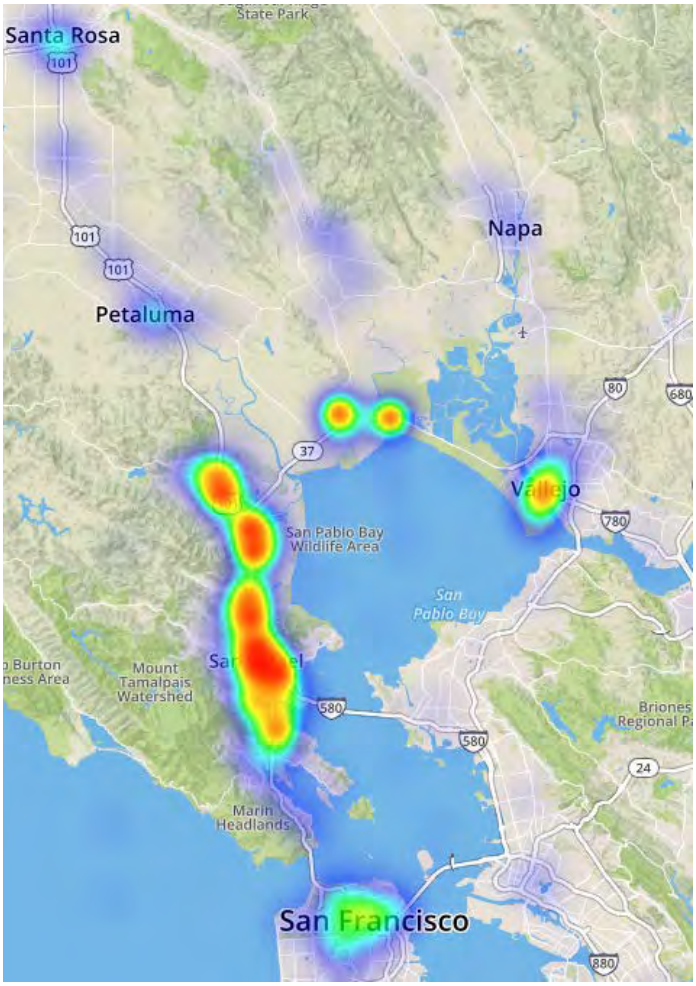


Figure 6 – Heatmap illustrating responses to the survey question "Where is home?"
(A total of 2109 pins were dropped on the map)

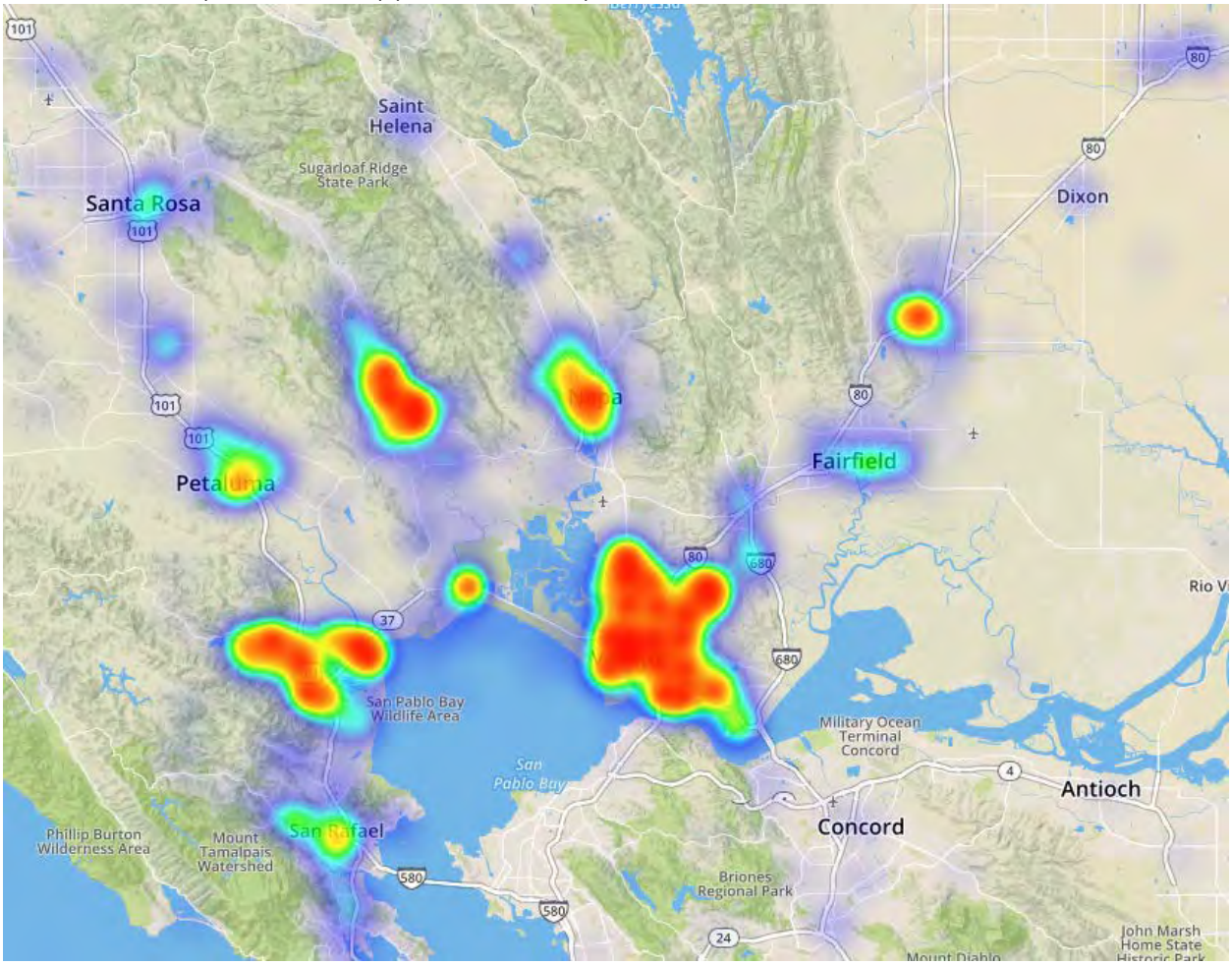


Figure 7 – Frequency of Travel on SR 37

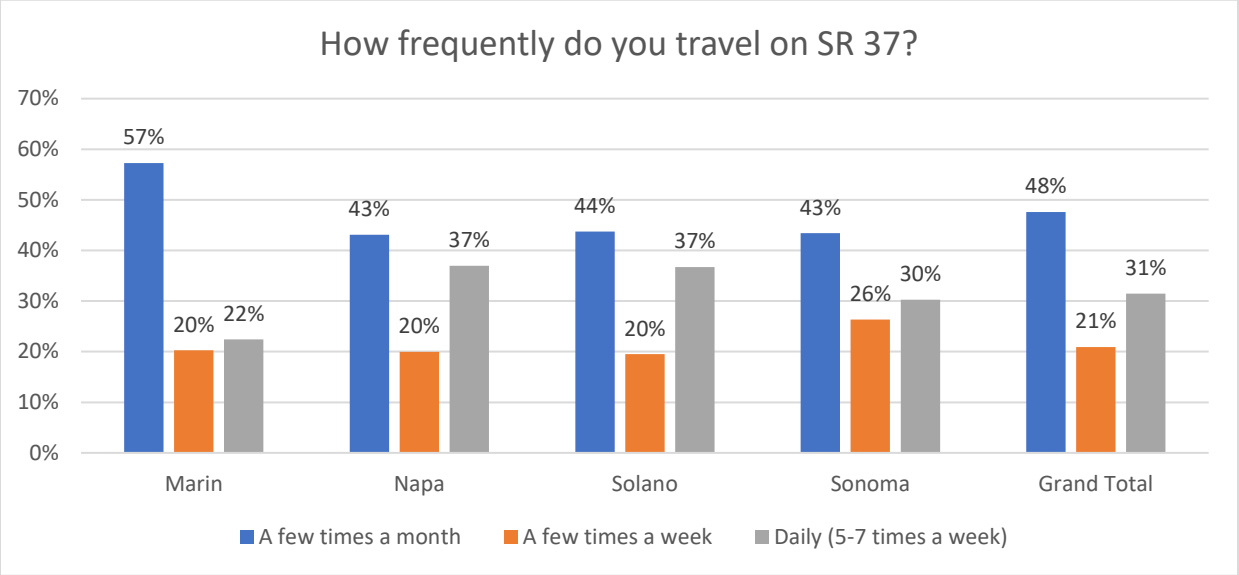


Figure 8 – Days of Travel on SR 37

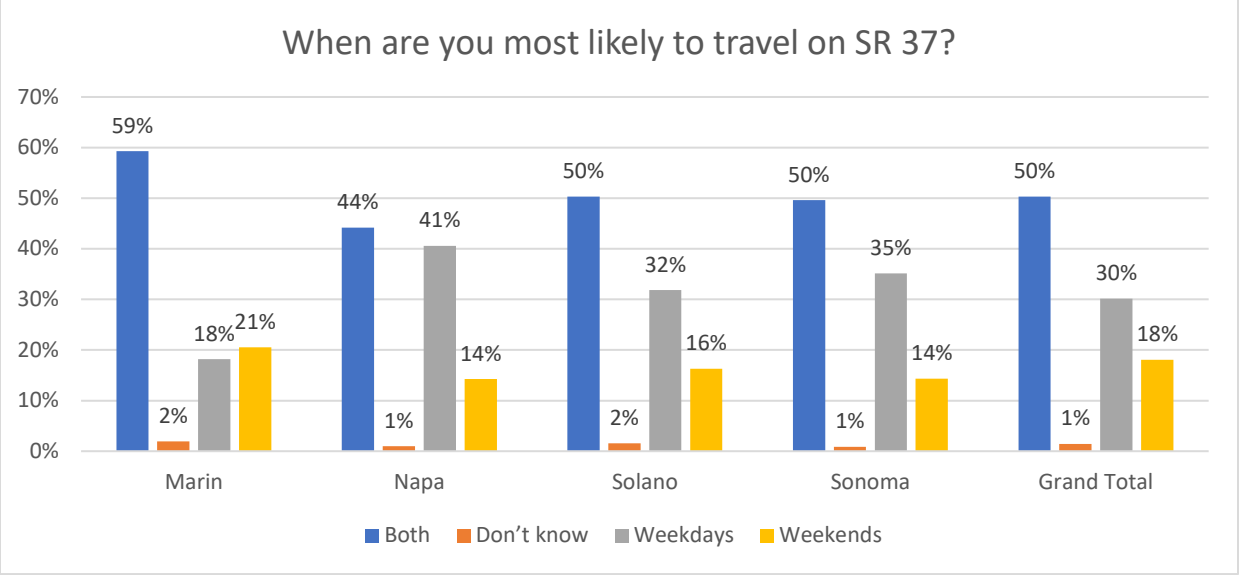


Figure 9 – Reason for Travel on SR 37

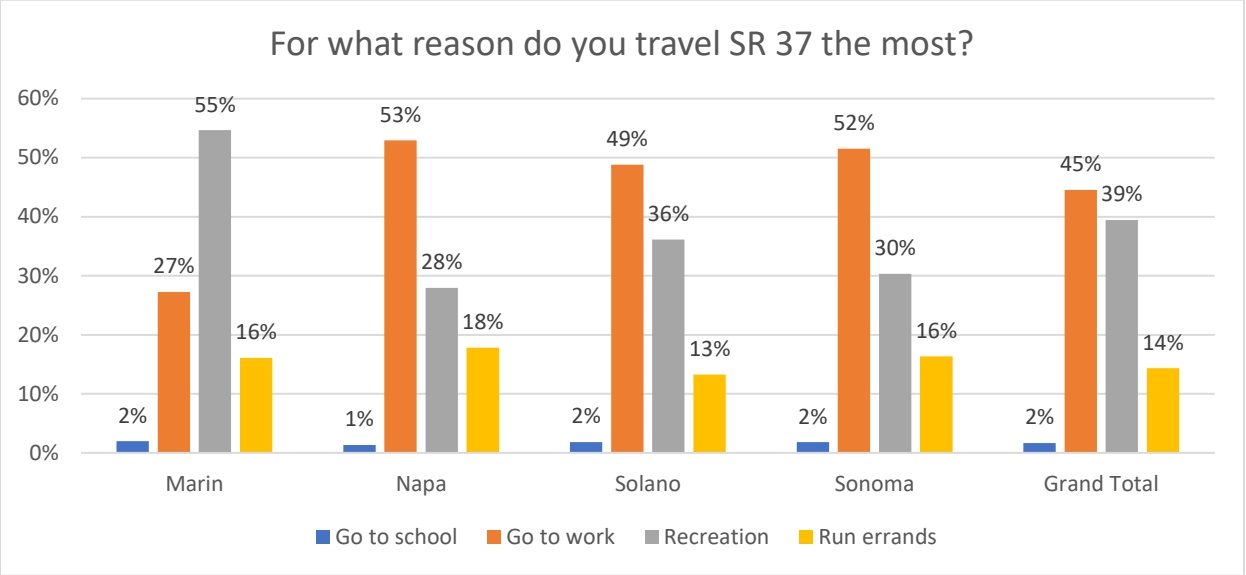


Figure 10 – Reason for Travel on SR 37 by Reason for Travel

In order to better understand the travel patterns of SR 37 users, respondents' frequency of travel was analyzed in terms of their reason for travel. This level of analysis provides more detailed information about how frequently respondents use SR 37. For instance, of respondents who use SR 37 primarily for work, only 64% use it daily and nearly a quarter (22%) use SR 37 a few times a week. The relatively low proportion of respondents travelling on SR 37 daily can be explained by commuters changing their travel itineraries and schedules due to traffic congestion on SR 37, such as using alternate routes or telecommuting.

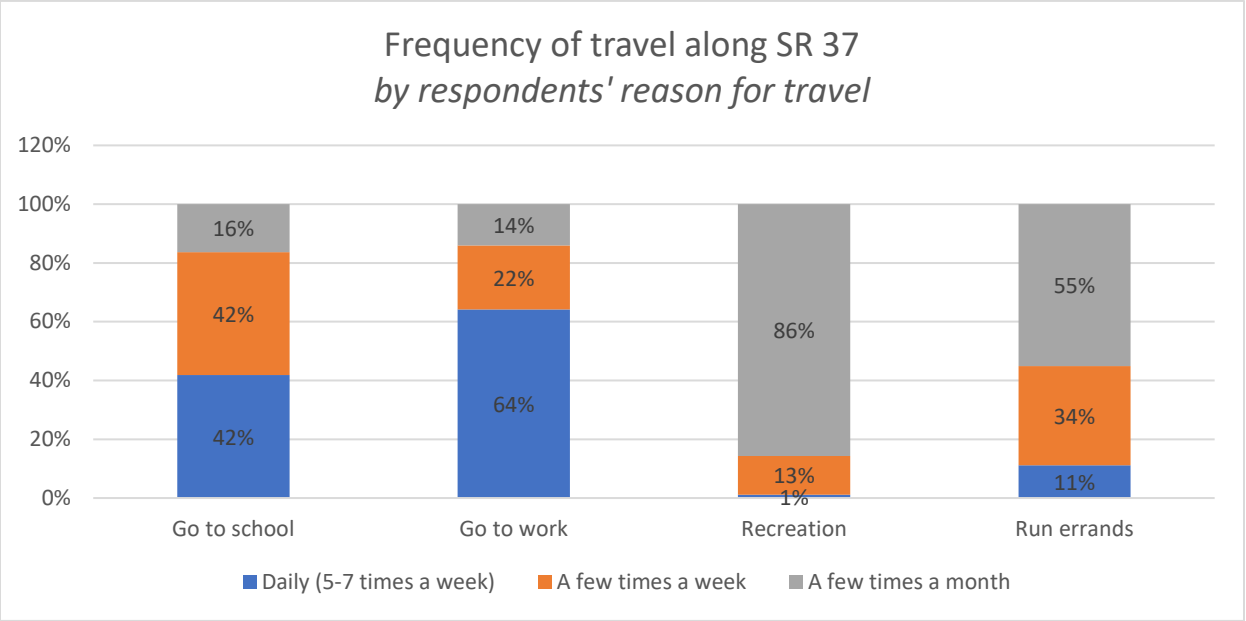


Figure 11 – Mode of Transportation

Please note: respondents were allowed to select several answer choices. Results are expressed in percentage of total respondents and totals can therefore exceed 100%.

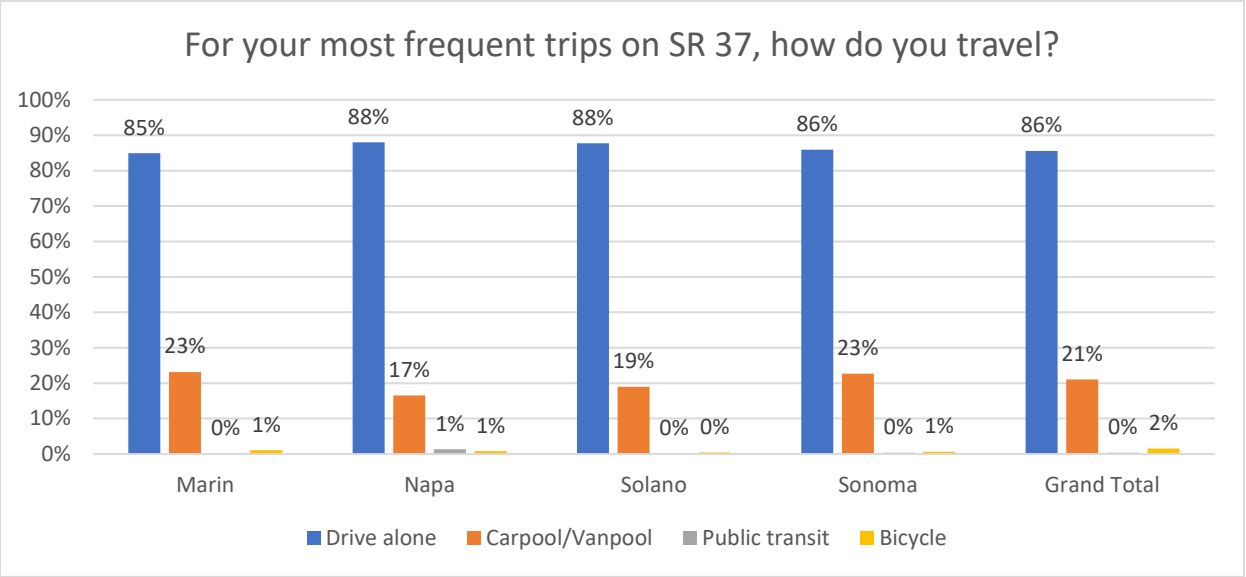


Figure 12 – Most Frequently Travelled Segments

Segment A: between US 101 in Novato and SR 121 (Sears Point)
Segment B: between SR 121 (Sears Point) and Mare Island
Segment C: between Mare Island and I-80 in Vallejo

Please note: respondents were allowed to select several answer choices. Results are expressed in percentage of total respondents and totals can therefore exceed 100%.

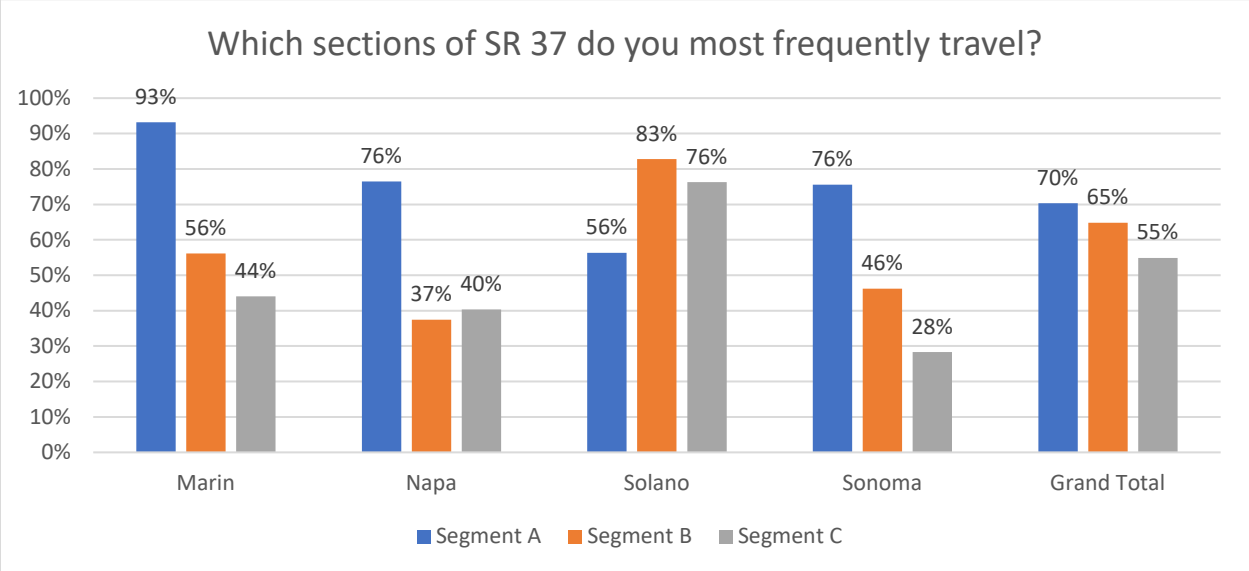
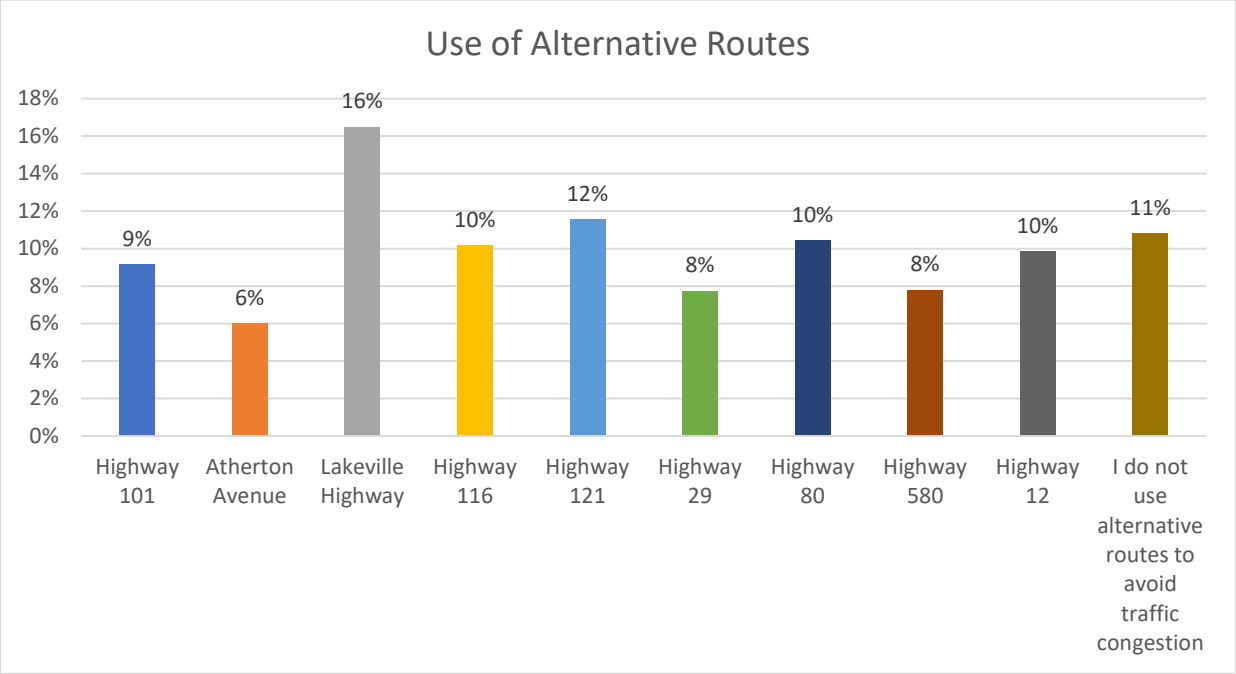


Figure 13 – Use of Alternative Routes

Please note: respondents were asked to "select all that apply" to answer this question. Results therefore reflect percentage of total responses received for this question, not percentage of respondents.



B. Potential Changes in Travel Patterns

Survey participants were asked to answer several questions about their likelihood to change their travel habits along SR 37. Key findings from this section include:

- 29% of respondents are likely to use public transit if better options are available, 41% stated they were not likely to use public transit, and the remaining 30% answered "it depends".
- Respondents' likelihood to use public transit increased with their frequency of travel on SR 37: 40% of daily commuters stated they were likely to use public transit if better options were available (see figure 15).
- 14% of respondents stated they would be likely to travel by bicycle along SR 37 if a safe route were available (see figure 16).

Figure 14 – Likelihood of Using Public Transit

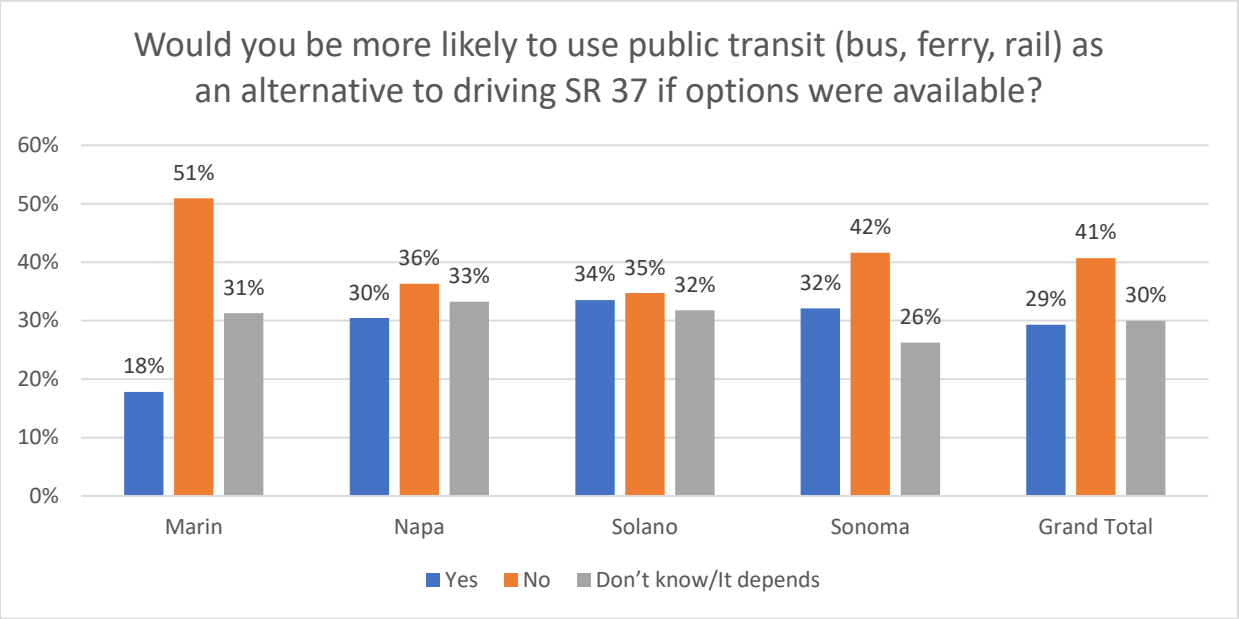


Figure 15 – Likelihood of Using Public Transit by Respondents' Frequency of Travel

Respondents' likelihood of using public transit was analyzed in terms of their frequency of travel on SR 37. This level of analysis provides more detailed information about how likely regular commuters are to use public transit if options were available. Daily commuters are the most likely to use public transit, with 40% stating they would use public transit compared to only 28% of respondents who use SR 37 a few times a week.

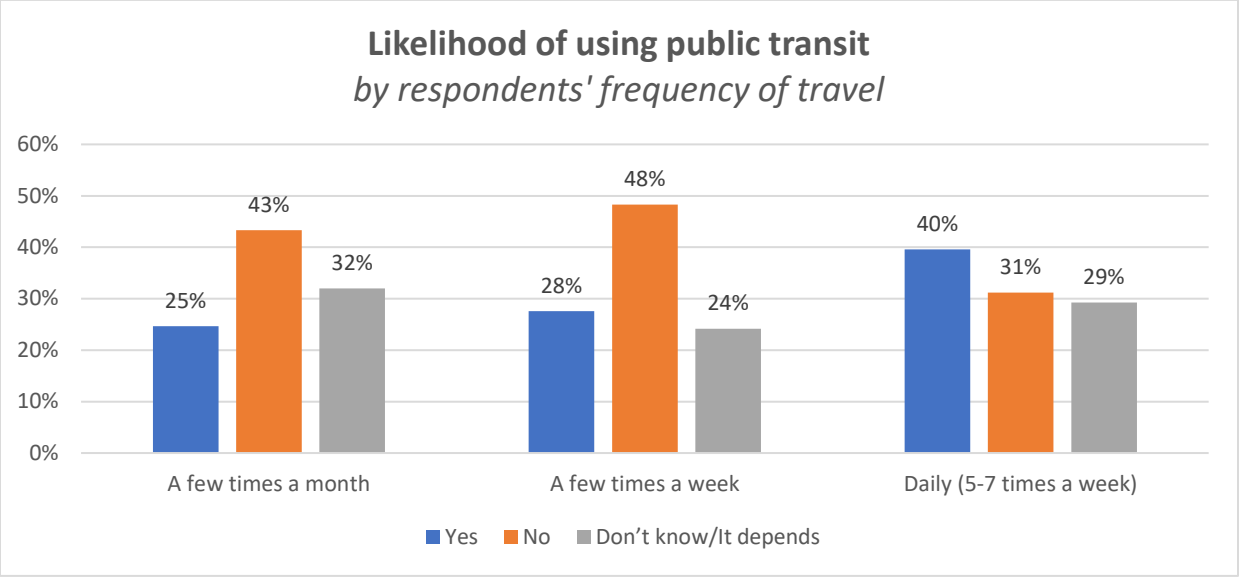
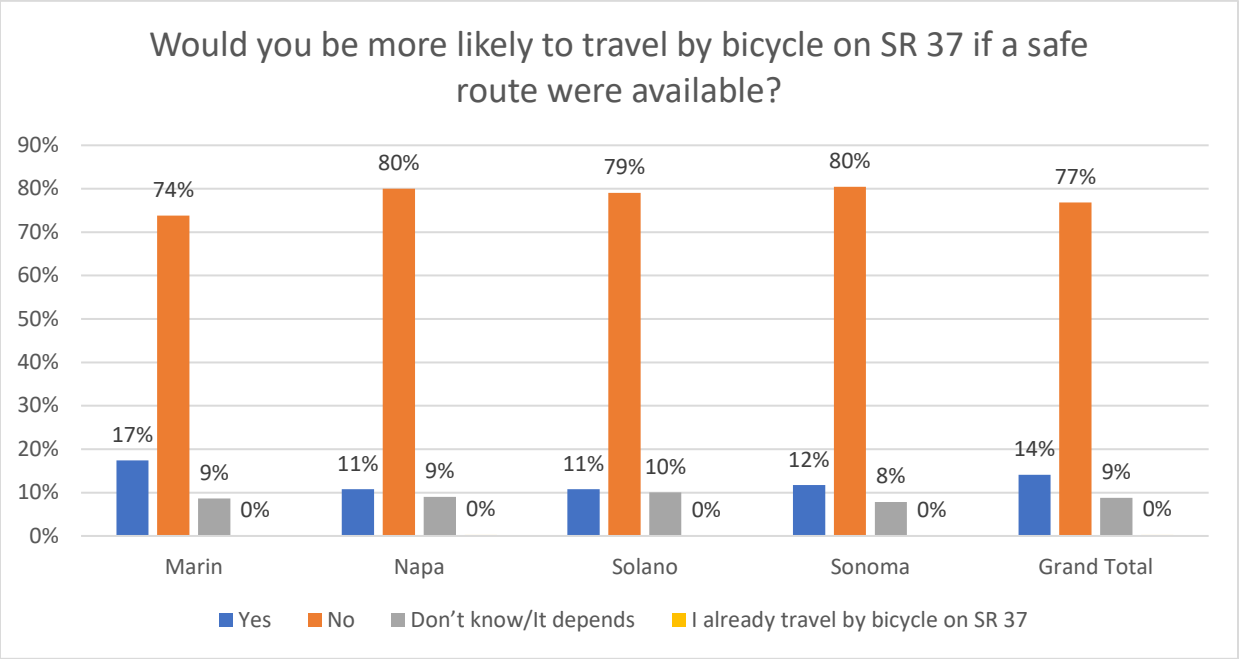


Figure 16 – Likelihood of Travelling by Bicycle



C. Alternative Funding Options

Respondents were asked to answer several questions about their willingness to consider alternative funding options for improvements to SR 37. Key findings from this section include:

- 53% of respondents were willing to consider alternative funding options and 12% stated they weren't willing to do so.
- Respondents' willingness to consider alternative funding options is not affected by their frequency of travel along SR 37.
- The preferred funding option identified by respondents is a local sales tax measure (37% of responses) and second preferred options were tolls collected on specific sections and tolls collected for the full route, each collected 24% of responses.

Figure 17 – Willingness to Consider Alternative Funding Options

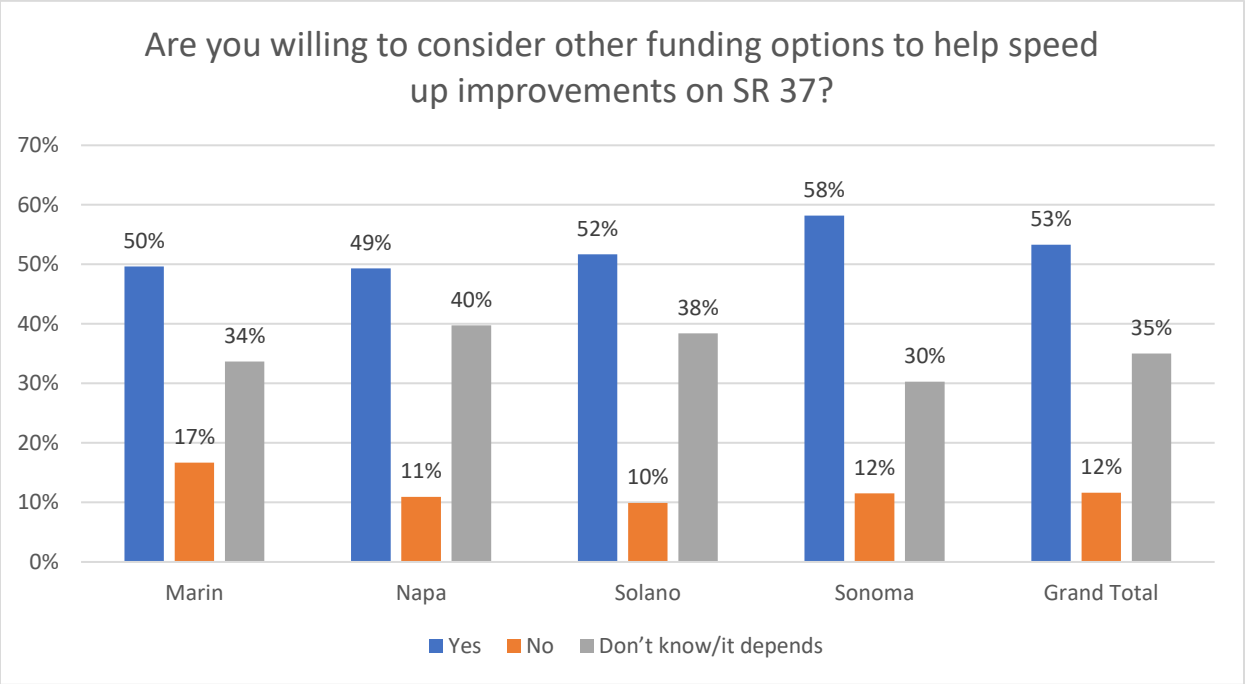


Figure 18 – Willingness to Consider Alternative Funding Options by Respondents' Frequency of Travel

Respondents' willingness to consider alternative funding options was analyzed in terms of their frequency of travel on SR 37. This level of analysis provides more detailed information about how willing regular commuters are to consider alternative funding options. Figure 18 indicates that the frequency with which a survey participant travels on SR 37 does not affect their willingness to consider alternative funding options. In other words, daily commuters are as inclined to seek alternative funding options as respondents who use SR 37 just a few times a month.

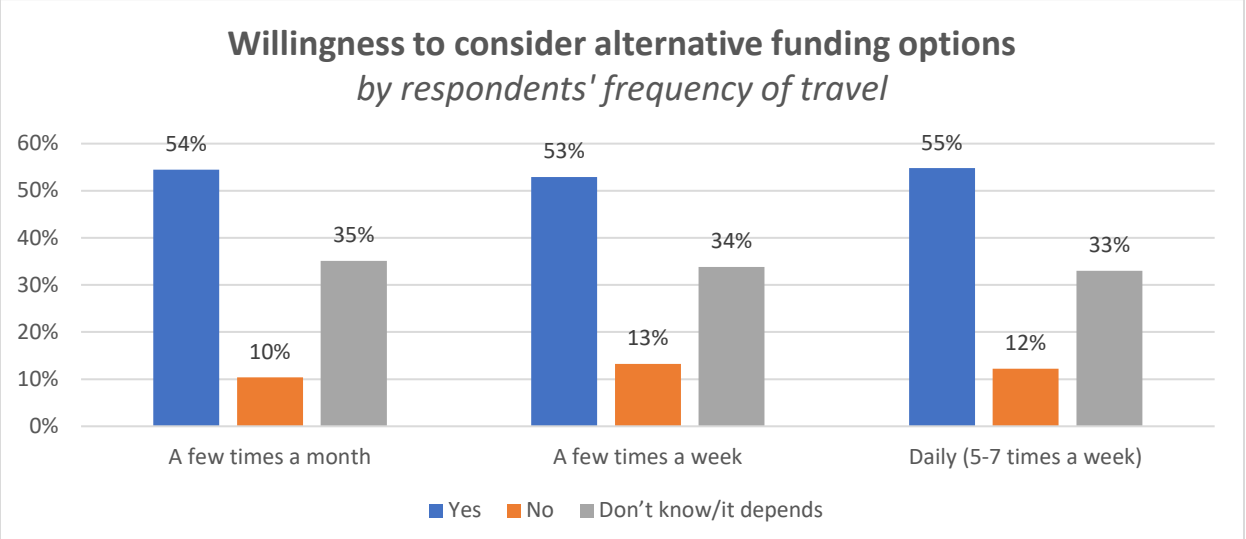
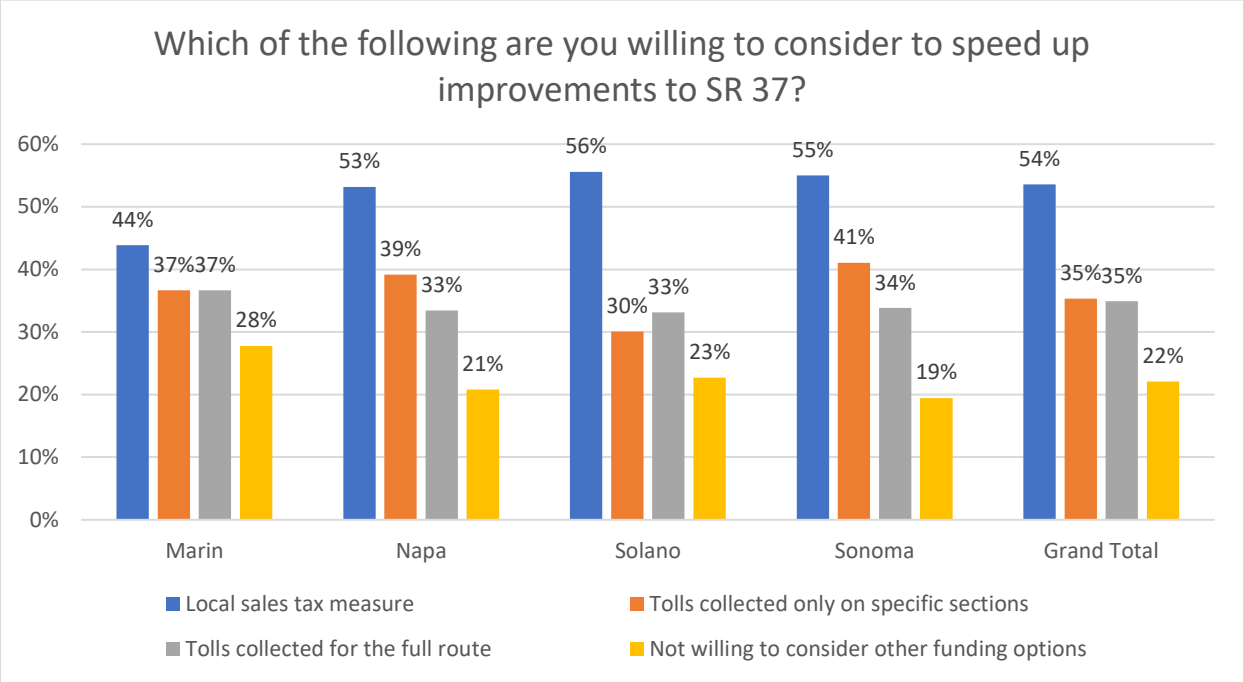


Figure 19 – Preferred Alternative Funding Options

Please note: respondents were allowed to select several answers. Results are expressed in percentage of total respondents and totals can therefore exceed 100%.



D. Major Concerns and Priorities for Improvement

Survey participants were asked to answer several questions about their major concerns along SR 37 and their priorities for improvements along the route. Key findings from this section include:

- Respondents dropped nearly 5500 pins on the map to identify areas of concern along the route:
    - 75% of the pins identified **traffic concerns** (see figure 22)
    - 35% of the pins identified **road safety concerns** (see figure 23)
    - 15% of the pins identified **flooding concerns** (see figure 24)
    - 8% of the pins identified **environmental concerns** (see figure 25)
- Respondents identified several key locations along SR 37 where priority improvements are needed (see figure 21):
    - Lakeville intersection
    - Sears Point and Sears Point approach coming from the West
    - Sonoma Creek Bridge
    - Mare Island (West of Napa River bridge)

Figure 20 – Ranked Level of Concern for Key Topics

This chart illustrates how respondents ranked the importance of different areas of concern from low to high importance. Respondents were asked to use a sliding scale to share their level of concern about each topic.

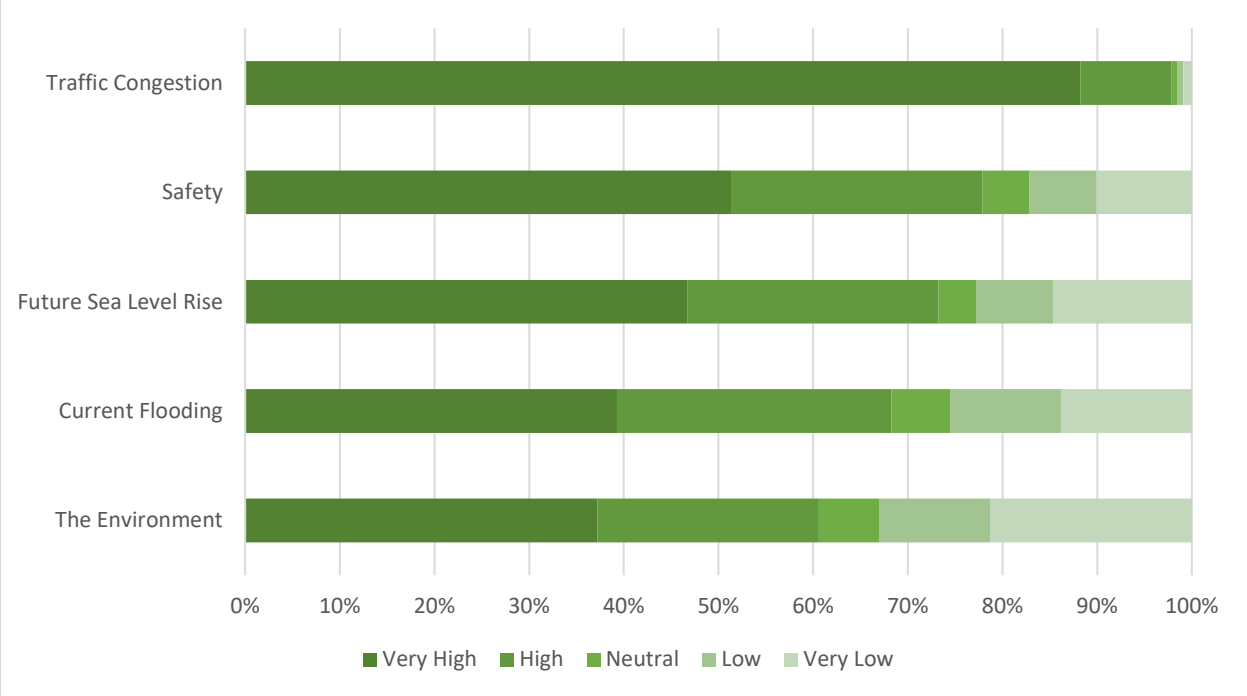


Figure 21 – Heatmap Illustrating Where Improvements are Needed

A total of 5405 pins were dropped on the map.

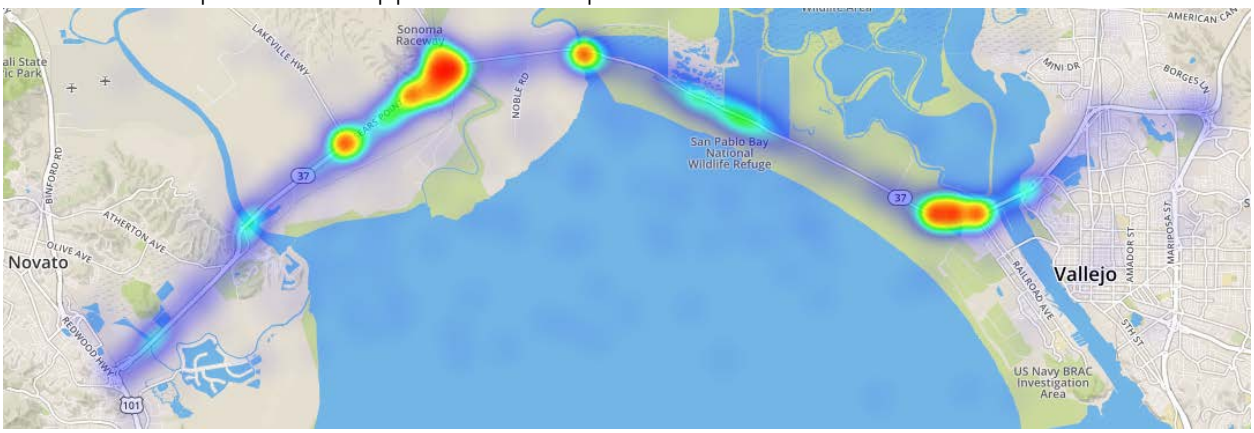
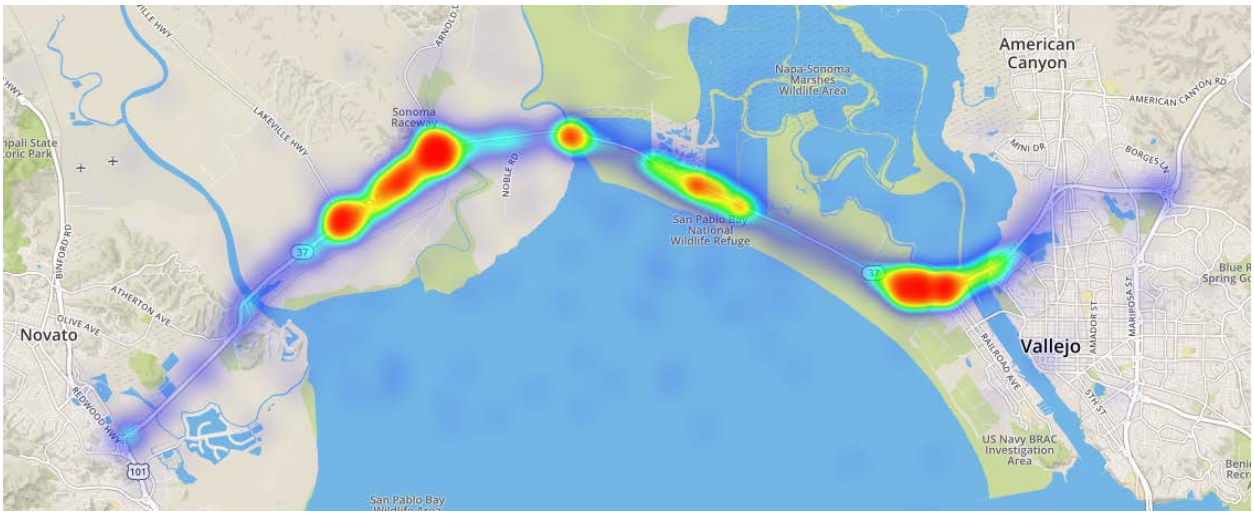


Figure 22 – Heatmap Illustrating Traffic Concerns Along the Route

A total of 4099 pins were dropped on the map to identify locations with traffic concerns along the route.



In addition to placing pincs on the map, survey respondents submitted nearly 2500 written comments describing the specific traffic concerns they identified along the route. A sample of the comments received follows this section.

SAMPLE COMMENTS:

Location	Comment
Overall	This highway is so dangerous, I have stopped going to Marin County to avoid it. The traffic flow seems to cause reckless driving and encourage road rage.
Segment B	Need 2 lanes, the congestion here is atrocious.
Lakeville Intersection	Extend left turn lane onto Lakeville rd. People ride the shoulder regularly.
Sears Point	The lanes should be divided so if you're going to Vallejo you have to stay in that lane and if you're going to Sonoma you would have to stay in that lane instead of dangerously cutting into the Vallejo lane at the last minute
Sears Point	The merging traffic backs up for miles.
Sears Point	Replace traffic signal with grade separated interchange
Sears Point	Traffic circle or overpass to get rid of the traffic light which is a major traffic tie-up.
Mare Island	This is a bottleneck west-bound every day with backups, need two lanes in each direction all the way through on 37.
Mare Island	Super dangerous merge when getting on 37 from mare island when traffic is normal speed. This is also the major pinch point that creates the back ups in the morning.

Figure 23 – Heatmap Illustrating Road Safety Concerns Along the Route

A total of 1936 pins were dropped on the map to identify locations with road safety concerns along the route.

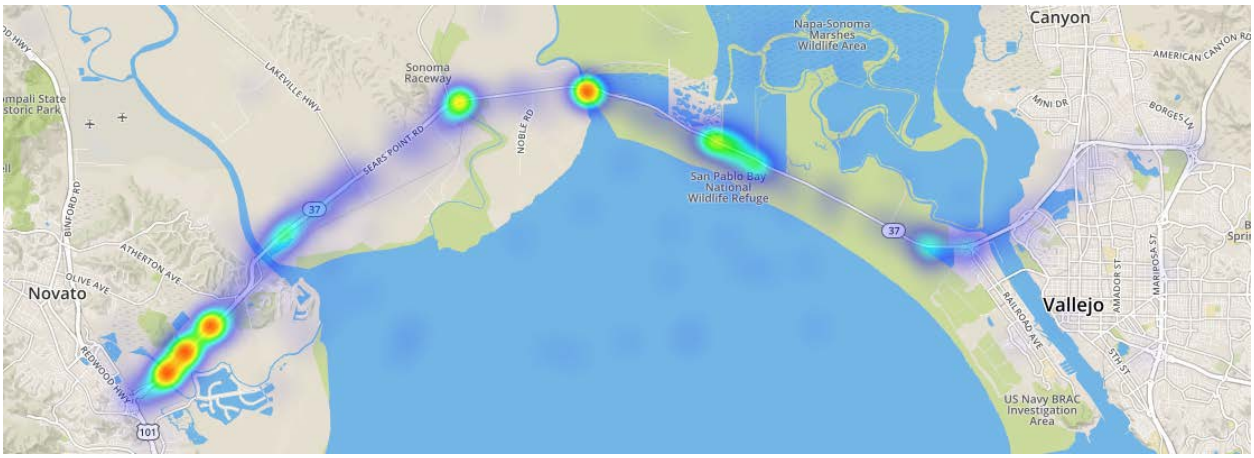
In addition to placing pincs on the map, survey respondents submitted over 1200 written comments describing the specific road safety concerns they identified along the route. A sample of the comments received is included below.

SAMPLE COMMENTS:

Location	Comment
Novato/US 101	Heading West on 37, the merge onto 101 is very short sometimes causing evasive actions with drivers trying to exit or even continue on 101 South.
Lakeville	There needs to be a warning lights in both directions on the approach to the Lakeville stoplight to let you know the light is about to change. It's *so dangerous* as it is now, especially on foggy mornings!
Lakeville	Many people drive on the shoulder to bypass those waiting to get the often empty turn lane so as not to miss the light.
Sears Point	There should be a barrier between the Sonoma and Vallejo lane that prevents people from cutting into the Vallejo lane.
Sears Point	Dangerous intersection. Traffic travels at such high speed through light. Would be much safer as an interchange.
Sears Point	Road is really rough over old rail crossing. I've seen vehicles lose traction here in wet conditions.
Mare Island	Lane ends right at the mare island overcrossing - there are a lot of crashes there. There needs to be 2 lanes all the way from Vallejo to Novato!
Overall	Extra law enforcement. Speeding up to dead stop causing accidents
Overall	When traffic is stopped, you can't see the back up in places. Drivers go too fast to stop. Lights would warn of upcoming traffic hazards
Overall	Need multi-modal (bike and ped) safe passage. I've tried riding my bike, and there is no safe place to ride, especially over bridges. Shoulders are not physically separated, and filled with road dirt and trash.

Figure 24 – Heatmap Illustrating Flooding Concerns Along the Route

A total of 822 pins were dropped on the map to identify locations with flooding concerns along the route.

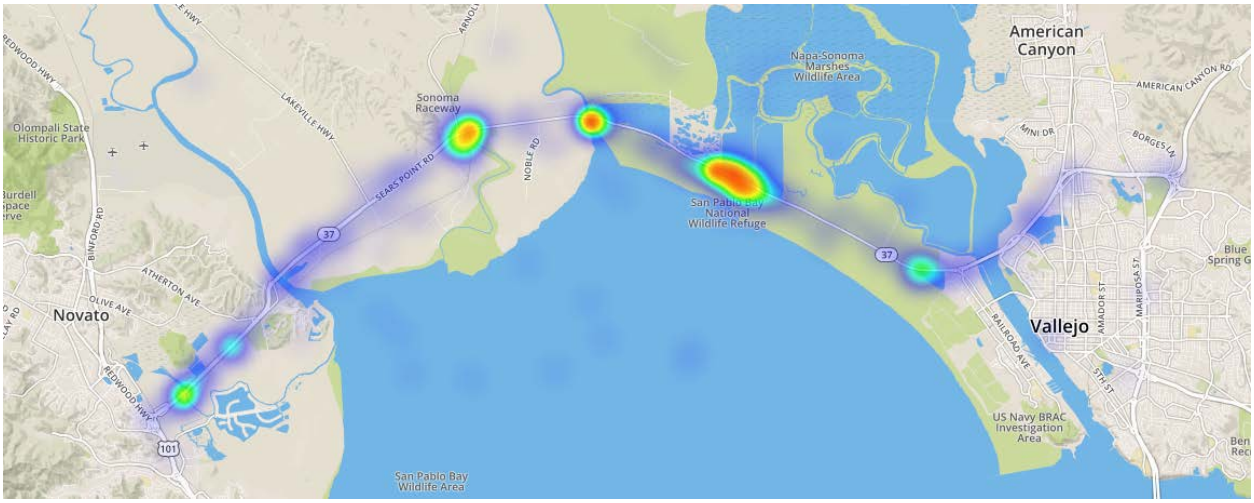


In addition to placing pincs on the map, survey respondents submitted over 400 written comments describing the specific flooding concerns they identified along the route. A sample of the comments received is included below.

SAMPLE COMMENTS:

Location	Comment
East of Blackpoint	Due to settling, there's a pronounced dip in the road here that quickly unweights and unsettles vehicles traveling at highway speeds.
Novato/US 101	The bridge needs to be replaced. It flooded last year and traffic backs up from the flyover to 101. It'd be good to draw the S. Novato exit lane as an individual lane on the flyover from 101N.
Segment B	This section frequently floods during heavy rains and high tides. The roadway needs to be elevated, and protected bicycle lanes added. In addition, there should be a rail line that connect with the SMART train, running to Vallejo.
Segment B	This area could be subject to flooding and sea level rise. Traffic comes to sudden stops, is dangerous and could land vehicles in the bay. This road also divides two saltwater marshes and creates a barrier to the movement of wildlife.
Overall	Need to increase number of lanes and raise road to accommodate flooding from rain and sea rise.

Figure 24 – Heatmap Illustrating Environmental Concerns Along the Route
A total of 420 pins were dropped on the map to identify locations with environmental concerns along the route.



In addition to placing pincs on the map, survey respondents submitted over 240 written comments describing the specific environmental concerns they identified along the route. A sample of the comments received is included below.

SAMPLE COMMENTS:

Location	Comment
Novato Creek	Roadway and levees constrain Novato Creek causing flooding. The roadway in this area should be a causeway, allowing the creek to flow and tidal changes to occur freely.
General	I worry an expansion would effect wildlife, especially the migrating water birds.
General	The bike path just ends. I think that it's reasonable for CalTrans to ensure that every road has a Class I bike path, especially in such a scenic area. It should be smooth, well designed, and kept clean and maintained.
General	The traffic congestion is causing pollution to the wetlands, please improve the flow of traffic. It will decrease the number of idling cars
General	Widen the road with complete sensitivity to the environment, and the visible nature of the area. Don't loose sight of the beauty, but make the road 2 lanes in each direction.

V. Next Steps

The findings from the survey results will help inform the development of the design alternatives for future improvements to SR 37. In order to collect more in-depth feedback about the travel habits and concerns of frequent SR 37 users, the SR 37 Outreach Team conducted a series of six focus groups following the survey. The feedback received through the focus groups will be analyzed and compiled into a Focus Group Summary that will add a level of detail to some of the responses received through the survey. Together the Survey Summary and the Focus Group Summary will help the Outreach Team better understand where the public has concerns and where they expect to see improvements.